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# THE LITERARY DIGEST

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## TOPICS - OF - THE - DAY

Periodical

### THE BATTLE THAT MAY DECIDE THE WAR

"WE ARE AT THE DECISIVE MOMENT of the war," proclaimed the Kaiser on March 21 as he launched his armies against fifty miles of the British front in France in the greatest drive of this or any war; and on the same day he declared that "the prize of victory must not and will not fail us," and announced warningly that this prize was "no soft peace, but one which corresponds with Germany's interests." A week later, when the first impetus of the colossal onslaught had made a dent twenty-five miles deep in the bending but unbroken battle-line of the Allies, General von Ludendorff, who is said to be the brains of the German General Staff, announced that "victory has been won," and added significantly, "but nobody can see what will result from it."

But victory was not won, as our war-writers remind him. All the plans of the German General Staff, remarks the New York *World*, "still hinge upon successes that have not been gained and objects that have not been attained." "So long as the battle ends, as there is every prospect that it will end, with our armies and those of our allies intact and in a position as strong as they have ever occupied, Germany will have failed, and failed decisively," declares Major-General McLachlan, military attaché to the British Embassy at Washington. "The first impact of the great German drive has unquestionably been a failure," remarks the New York *Journal of Commerce*, since "its obvious purpose was to break, not merely to bend, the British line." It was not to drive the British back that the German leaders hurled their men into this fifty-mile furnace; "it was to rout them," declares the New York *Times*, which argues that no lesser prize would justify this "gigantic gamble in German lives." A drawn battle now "would be a decisive defeat for the Germans, for they would never be able to use the mass system of assault so effectively again, and the temper of their people at home would not endure another disappointment of their hopes," says the same paper, which adds:

> "It must be remembered that the British will win the new battle of the Somme if they, with their brave allies, hold off and stop the German advance, tho it may take a month or more; and that the Germans will lose the battle of the Somme if they do not rout the enemy in their front and clear the way to Amiens and Paris."

Returning to the subject in a later issue, *The Times* continues:

> "The unity of that terrible charge of a nation is broken. It is not now a battle that is going on, but battles. So far has Germany gone, north and south of the Somme, by the end of the first chapter. What has she gained? She has not smashed the British line; she has not prepared the way to smash the British line; she has not weakened its morale; she has not cut away or even touched at all its power of subsequently striking her. What has she gained? How does she justify that title of 'Glorious Victory' she is giving to the first chapter? She has captured prisoners, guns, tanks, and miles. And that is a gain which is of absolutely no use to her present aims unless it weakens the British arm by inspiring weariness of the war in England. The destruction of British lives is of value to her only if it greatly exceeds the destruction of German lives in the attempt; and we have every reason to believe that the opposite is the case.
>
> "Chapter I of the battle of the Somme, then, may be entitled 'Glorious Victory' as Germany writes it. But Haig, patiently awaiting his time as Pétain awaited it at Verdun, will give it a different title; and history, weighing results, will head that chapter 'Failure.'"

As the famous Toledo blades, even when bent double, sprang back into form when the pressure was relaxed, remarks the Chicago *Herald*, "so the Allied military experts expect the forces now bending before the overwhelming German attacks to stiffen, straighten, and finally pierce the heart of the Beast of Berlin." Recalling that this war, on the German side, has been "a series of deliberate operations based on painstaking miscalculations," the New York *World* notes that "in this respect Hindenburg's spring offensive follows the established policy of the German General Staff." To illustrate this contention, *The World* goes on to say:

> "At the outset everything was based upon the complete preparedness of the German forces. France was to be overrun in three months; the veteran troops were then to be thrown back upon Russia, and a victorious peace dictated before Christmas.
>
> "Germany lost, but eighteen months later the General Staff was again gambling upon its ability to take Verdun and break the backbone of French resistance. At least half a million men were sacrificed in the miscarriage of this undertaking, but the losses brought no change in the mind and purpose of Prussian autocracy.
>
> "Last year the General Staff, after long deliberation, decided to place its reliance in the *U*-boat, risking the United States' entrance into the war in the confident expectation that with

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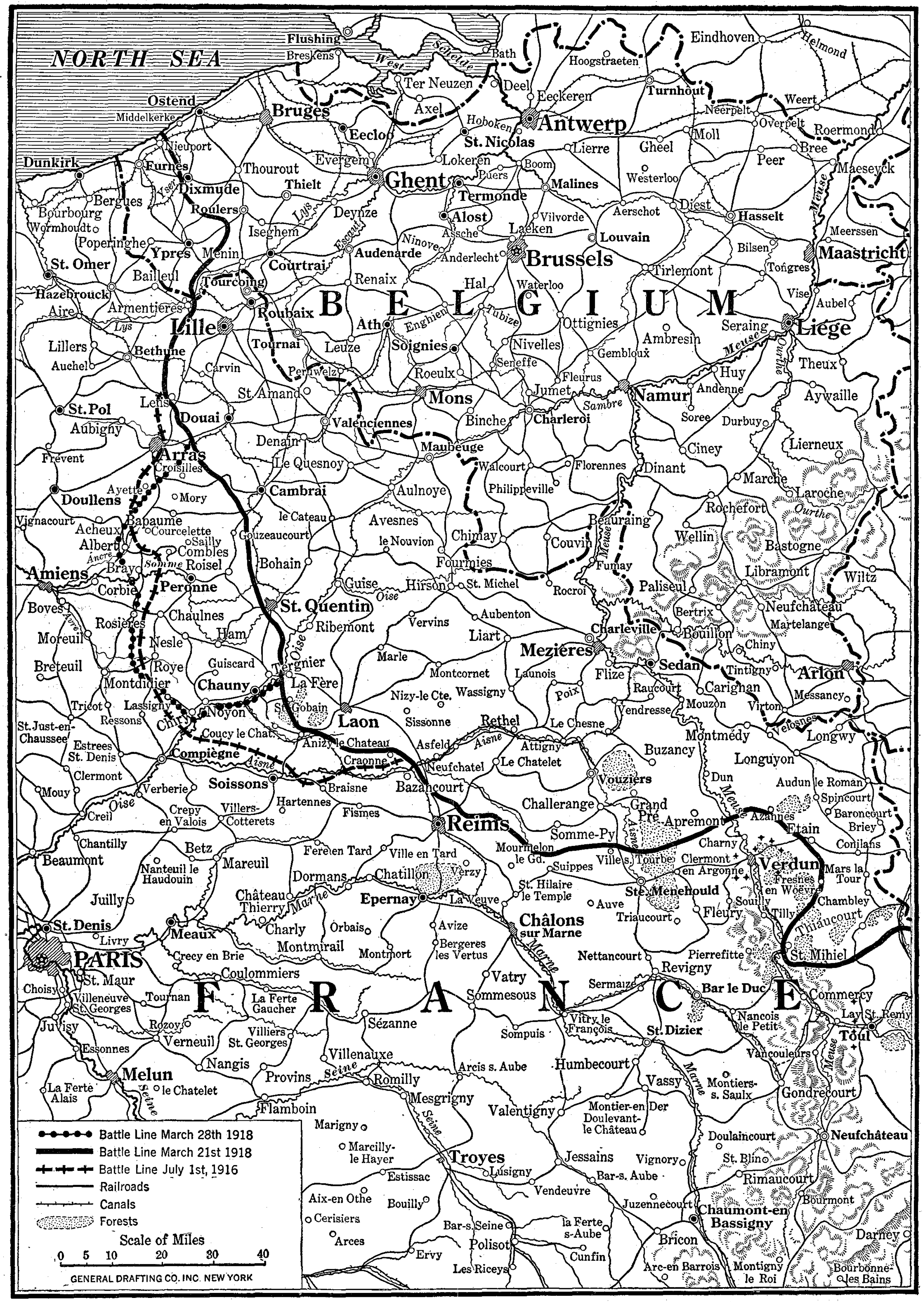
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Les Riceys
Arc-en Barrois
Montigny le Roi
Bourbonne-les Bains
●-●-●-● Battle Line March 28th 1918
▬▬ Battle Line March 21st 1918
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Railroads
Canals
Forests
Scale of Miles
0 5 10 20 30 40
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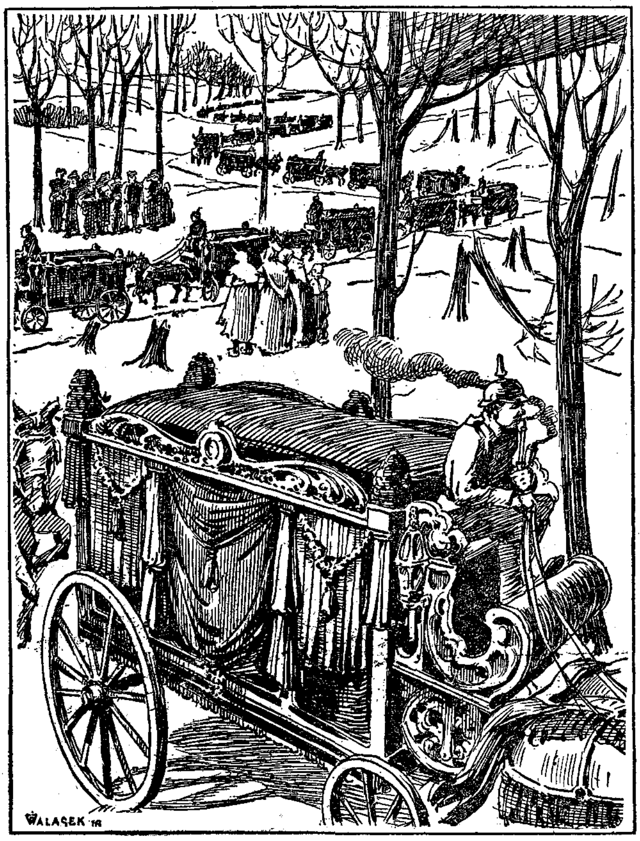
THE BENDING LINE AT THE END OF THE FIRST WEEK OF THE BATTLE.

ruthless submarine warfare Great Britain could be beaten to her knees within six months, and that the conflict could be won before the financial, economic, or military power of the United States could be mobilized in France.

"Again the Germans lost, and now the General Staff is investing everything in Hindenburg's spring offensive. Advertised and exploited like a patent medicine, that was to be the great victory-tonic of the German people. If it fails, what next? And fail it will in the broader sense, no matter what territorial gains are made, unless the General Staff has resources and capacities that have not yet been revealed or foreseen."



THE BIG SPRING DRIVE.

—Valasek in the Chicago *Herald*.

"Remember Verdun!" was one famous French commander's confident comment on the great German drive. And he added: "The *Boche* is making this tremendous effort and sustaining these losses to effect a complete rupture of our front, and if he does not do that he has failed." Verdun, the New York *Tribune* reminds us, "looked like a glittering German victory at the start, but in the end had to be accepted as a crushing defeat." "While Hindenburg's success so far has been impressive," continues the same paper, "it is less impressive than was the first phase of the German onrush at Verdun." It was exactly twenty-five months after the Germans began that historic battle, notes the Springfield *Republican*, that the thunder of their guns deepened into a tempest along the British front from Croisilles to La Fère, and more than a million German soldiers were hurled to the attack supported by such concentration of gas and high-explosive shells as has never before been witnessed. At first at every point of contact the Germans were in superior force, the odds being sometimes ten to one. The British, meeting this impact by a policy of elastic defense, gave ground, fighting fiercely as they retreated and doing deadly execution with their field-artillery and machine guns against the German infantry as it advanced, wave after wave, in massed formation. In a dispatch from Philip Gibbs to the New York *Times*, dated from the British front on the second day of the battle, we read:

> "All the German storm troops, including the guards, were in brand-new uniforms. They advanced in dense masses, and never faltered until shattered by the machine-gun fire. . . . . . .
>
> "The supporting waves advanced over the bodies of the dead and wounded. The German commanders were ruthless in the sacrifice of life, in the hope of overwhelming the defense by the sheer weight of numbers. . . . . . .
>
> "Still they came on, with most fanatical courage of sacrifice. When the first lines fell, their places were filled by others, and the British guns and machine-gun fire could not kill them fast enough."

Three days later we read in another dispatch from the same correspondent:

> "All the fighting in this part of the country since March 21 has been a continuous battle, in which the British divisions holding the front line below Gouzeaucourt to Maissemy have shown magnificent powers of endurance, as indeed have all the others engaged, and have only yielded ground under pressure of overwhelming numbers and great gun-fire. . . . . . .
>
> "The British field-artillery and heavy guns were handled with marvelous discipline in the trying hours and in positions which became untenable. The gunners were firing hour after hour at large bodies of Germans moving so close to them that the guns were laid directly on to their targets, and caused deadly losses in these ranks of field-gray men who never ceased to come forward in a living tide at whatever cost of life and bore down on the defensive lines. . . . . . .
>
> "French infantry is also fighting shoulder to shoulder with the British and giving the most gallant help. No praise is too high for the way in which they have been tried to the uttermost limits of human endurance and courage in the face of tremendous odds.
>
> "Many of them fought isolated little battles and covered the general withdrawal of the line at a deliberate sacrifice of their own lives. All of them fought hard, tho wearied by incessant fighting, lack of sleep, and the killing of the enemy.
>
> "The British now in these battle-fields are dirty, unshaven heroes, who snatch half an hour's sleep in any pause of fighting, and then get rifles and machine guns ready for another bout."

German prisoners, Mr. Gibbs goes on to say, "agree that their losses have been on the highest scale, as high as 50 per cent. in some divisions, 75 per cent. in several battalions, and hardly less than 30 per cent. among any of the attacking units." These prisoners, he reports, also say that "the offensive was begun as an act of desperation, because Germany must have peace," and, in spite of their progress over a wide front, "they are deprest because they do not see a decisive victory." All the correspondents emphasize the enormous German losses, which are "far out of proportion to the successes gained." Two batteries at Epehy, a correspondent of the London *Daily Express* tells us, "fired steadily with open sights at four hundred yards for four hours" into the German masses swarming over No Man's Land. And in an Associated Press dispatch from the French front we read:

> "Men belonging to a dismounted French cavalry corps, acting as infantry, fought a rear-guard action day after day against immense odds. The troopers declare that the enemy came forward in such deep waves that it was only necessary to fire pointblank to hit with certainty. These cavalrymen fired into the enemy so rapidly that the Germans fell in swaths. Yet still others came on, until the French defenders were compelled to cease fire, because both rifles and machine guns were red hot.
>
> "The advance of the Germans was similar in character everywhere, wave succeeding wave in closest succession, only to be shot down. It was something like a relay race—when the first German division was exhausted another immediately took its place. In some cases a single division of the Allies, while retiring, was attacked successively by six German divisions.
>
> "The Allies stood the test most courageously, but such a continued series of shocks from fresh troops was bound to tell on tired men, and eventually the Allies were forced to give way. But they did so still fighting. It is shown that one Bavarian division lost 50 per cent. of its strength."

"In this sanguinary drive," a Washington correspondent quotes one of our War Department officials as pointing out, "it is not so important that Germany has won back a large part of the devastated territory she has had previously in her possession

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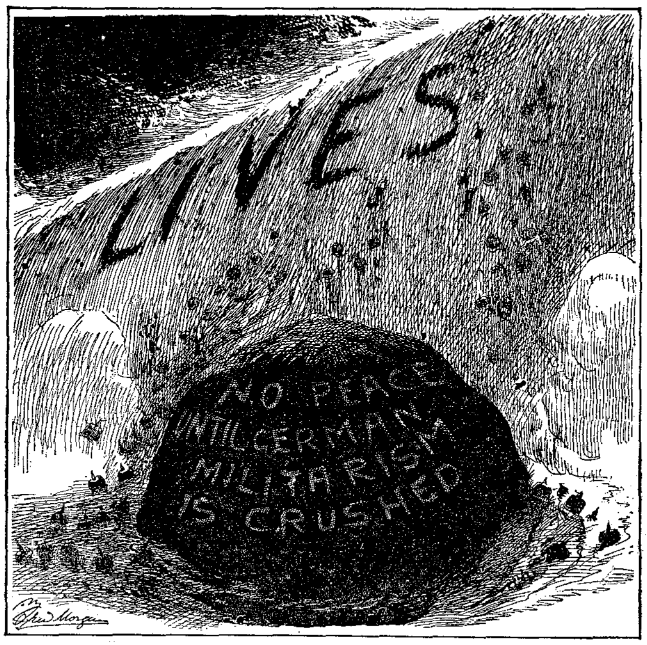
as that she is losing men in the most reckless fashion ever witnessed in any war in history."

In the first week of the drive the German Army recovered virtually all the territory wrested from it in 1916, in the battle of the Somme, and captured, according to German claims, 45,000 prisoners, 963 guns, 100 tanks, thousands of machine guns, "tremendous quantities" of munitions, and "great stores of supplies and clothing equipment." We have Lloyd George's assurance, however, that England was able to make good almost immediately her loss in guns and material, and instead of 963, the British concede the loss of only 600 pieces of artillery. General von Ludendorff further boasts that "we have succeeded in changing the fighting from position warfare to warfare of movement"—a form of battle in which Germany believes her professional soldiers superior to England's new armies familiar only with trench warfare.


LIVES
NO PEACE UNTIL GERMAN MILITARISM IS CRUSHED
Morgan

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DASHING AGAINST THE ALLIED ROCK.

—Morgan in the Philadelphia *Inquirer*.

Virtually the whole strength of the German Army has gone into the blow against the Western line, says the military critic of the New York *Evening Post*, who argues that the result must be decisive if the Prussian military leaders are to make good their promises of victory to the German people. He goes on to say:

> "If, after the huge effort, things should settle down once more into deadlock, no amount of territory won will redeem the promise of the German military leaders. Their confidence is attested by the presence of the Kaiser at the front in the rôle of commander-in-chief. The parallel to that would be the Kaiser's famous preparations for a triumphal march into Nancy in the last days of August, 1914, a program which was not quite carried through."

The striking and outstanding fact in connection with this drive, thinks the Chicago *Herald*, is "that Germany, after all, can not wait. Time still is on the side of the Allies." *The Herald* continues:

> "Gorged tho she may be with her spoils in the East, her general situation has not been so relieved that she can postpone efforts to end the war by the dangerous expedient of a strong Western offensive. She must still stake all the prestige at home and abroad gained by her successes against Russia and Italy on a new struggle against a foe she has never been able to gain an appreciable advantage over since that first treacherous rush through Belgium. In this move, desperate even from the standpoint of a country that has recently found itself considerably reenforced by the lessening of pressure in certain quarters, we see the final effort of German militarism to make good at home."

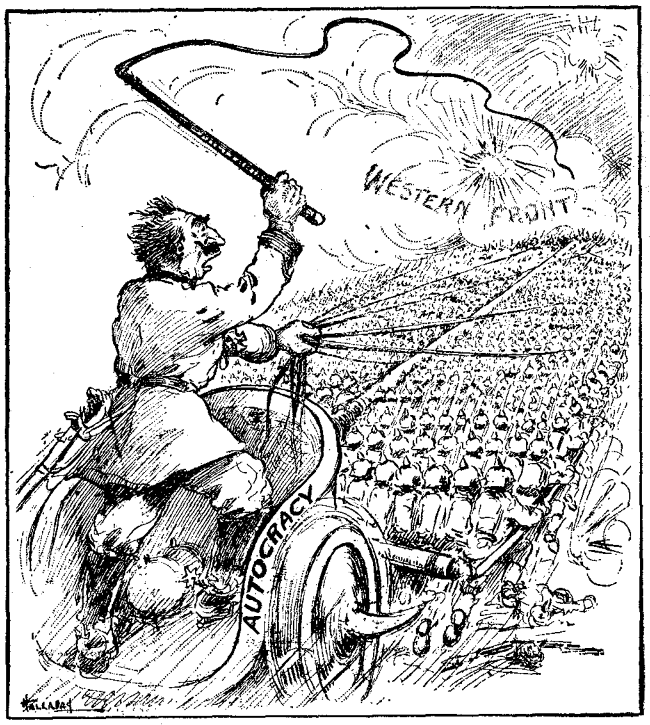
The only reasonable inference, agrees the Philadelphia *Inquirer*, "is that conditions in Germany must be even worse than had been thought and that an early decision must be had at any price." "The German attack is obviously the last gambling throw of the Kaiser," remarks the New York *Globe*. And in the weekly statement issued by our own War Department we read:

> "This operation confirms to us that the German higher command, unable to control the strategic situation through political agencies, as has been unceasingly attempted during the last four months, has been forced to engage in a desperate military venture in an effort to retain its domination over the peoples of the Central Empires and, if possible, force a victorious peace by the fortune of arms."

If the great drive fails, predicts A. Curtis Roth, a German-born American citizen, who was recently American vice-consul at Plauen, Saxony, the sequel will be "the open revolt not only of the people at home but of the soldiers who have for nearly four years thrown themselves against the bayonets and shells of France and England." Something of the suspense with which the German people await the issue may be inferred from the statement of a Berlin correspondent that on the third night of the drive "a large proportion of the Berlin population did not go to bed, but, after the closing of the theaters and restaurants, crowded in the streets or assembled outside the newspaper offices waiting for news."

In this country, all observers agree, the great battle has tremendously stimulated the demand for an immediate quickening of all our war-activities. As a correspondent of the New York *Sun* remarks, "with America now actively in the war and American troops holding part of the line it is almost as if the battle were being waged on our own soil." On the third day of the drive we read in a Washington dispatch:

> "The German offensive, accompanied by rumors of disasters to the Allies to-day, brought the Senate to a realization of the serious conditions that confront this country. As a result, twelve of the pending Administration Army bills were passed. None of these measures is of prime importance, but each is necessary for the prosecution of the war.
>
> "Some Senators who had been slow to support the Administration became enthusiastic. Strong recommendations that the United States double the size of its Army, with the probability of increasing the draft age to thirty-five or even to forty-five,



THE DRIVE TO DEATH.

—Halladay in the Providence *Journal*.

were made by Senators Smith, of Georgia, and Chamberlain, of Oregon."

"One important result of the mighty struggle in northern France is already visible in the United States," remarks the New York *World*, noting that "a keener realization of the momentous issues at stake has finally sobered and steadied the American Congress." The same paper says further:

> "Perhaps our very distance from the conflict has added something to American anxieties. There is no doubt, as André Tardieu, the French High Commissioner, says, that many Americans have been 'somewhat too nervous,' but in some respects this nervousness is to be welcomed. It is a healthy sign that the country is growing more and more alive to the real significance of this war, and that it is beginning to understand what a signal defeat of the British Army would mean to the American people.
>
> "That realization is helping to jar a great many citizens out of their smug complacency. Watching the advance of the German offensive, they can perceive now that every soldier in France, whatever his flag, is fighting our battle, and that this is not incidentally and casually our war, but completely our war, to the winning of which we must dedicate every dollar and every ounce of energy. To-day we are following the fortunes of Haig's troops as if they were our own—and they are our own. Every man of them is fighting for our cause. Every one of them who has died has died for our liberties."

A subtle danger to our cause, Ralph Block warns us, lurks in the idea that in this drive Germany is playing her last card, staking everything on one throw. In a Washington dispatch to the New York *Tribune* Mr. Block says:

> "German propaganda itself could not have thrown out to the susceptible opinion of a waiting world a more dangerous generalization, more destructive of the final Allied will to victory.
>
> "It is a generalization built on hope, on fatigue, on strain, on horror. Military men and political observers alike in Washington agree that it is insidious. It leads America to translate the gigantic battle in France into an immediate decision of the war one way or the other, with a relaxation of American effort as the inevitable corollary.
>
> "Victory for Germany in France, a drive to Paris and the Channel ports would put France out of the war. It would lead dangerously close to British submission to German terms, and would put up to America the sudden question of fighting alone or making a peace in order to prepare for Germany's attack on the Monroe Doctrine in South America.
>
> "Defeat for Germany in the next ten days might lead to new German peace terms or to a revolution in the German Army, with a sudden disintegration of the German Empire. These are possibilities.
>
> "But they are only possibilities, projected largely by the imagination. Washington does not believe in a German revolution any longer, either in civilian or military ranks. Germany has been enslaved by discipline and weakened by hunger.
>
> "If Germany comes to the point of openly inviting the Allies to a discussion of peace terms, how much will Germany have to concede in the preliminary negotiations, immediately after so gigantic a defeat, to make her invitation effective? Nobody believes in Washington that defeat will make Germany abject, ready to accept the sentence of Allied judgment for her many crimes. Pressure from within may make Germany conciliatory. But it will not make her beg for peace.
>
> "Russia is a vast pawn in her hands. *Mitteleuropa* is almost a reality. Her fleet, bottled up tho it may be, is an unknown quantity. The submarine is still a sharp weapon, gnawing slowly into the life of England. The Italian front still remains to be tried.
>
> "If Germany loses the great offensive she is doomed by defeat—but only if England and France and the United States show an unbroken fighting spirit.
>
> "Defeated, even broken in morale by defeat, Germany may still be able to entrench and present the same problem to the Allies that the Western front has presented for more than three years.
>
> "It is this that predisposes military and political observers alike in Washington to hold America to her promises.
>
> "The burden can not be unloaded. Whatever the result of the battle now, America's problems are increased, not lessened. Still fresh from years of fruitful peace, vigorous, powerful, it will still be up to America to tear world-empire from the thrusting German hand."

## THE NEW 75-MILE GUN

WHEN THE GERMANS AT HOME read the official announcement, "We have bombarded the fortress of Paris with long-distance guns," and remembered that their lines were nowhere within sixty miles of the French capital, they doubtless concluded that their God and their Kaiser had really won the war at last. "A gun that shoots seventy miles!" Why, says the Philadelphia *Tageblatt*, proceeding to utter typically Teutonic thoughts the very day after its editors were acquitted of treason, "it is plain that a party which can shoot three times as far as its opponent has an enormous advantage." Such a gun as that supposed to have fired on Paris from the Forest of St. Gobain, seventy-six miles away, it went on, "can demolish the trenches, the dugouts, and the fortresses of the opponent without danger or sacrifice to itself; it can destroy the munition-dumps and communications behind the front over a wide distance; it can make the movement of enemy troops behind the front very difficult; it can make almost impossible the approach of enemy fleets to its coast." And in consequence the *Tageblatt* warns the Allies against trying further to prolong the war. Dispatches from Germany hint at a cross-Channel bombardment of England. But editorial opinion here generally agrees that the long-distance firing on Paris was a military achievement only in so far as "terrorism" in some form is always incorporated in the plans of German strategists. Since people are naturally awed by the unknown, the mysterious, and the monstrous, shelling of this kind would supposedly "create a panic among the French, with a consequent humiliating collapse like those witnessed in Russia and in northern Italy." But here, *The Wall Street Journal* points out, "is where the German psychology falls down." For, we are reminded, a shell is much like a bomb dropt from an airplane, and both French and British are accustomed to that sort of warfare, while our American soldiers "will view such devices with interest and even amusement."

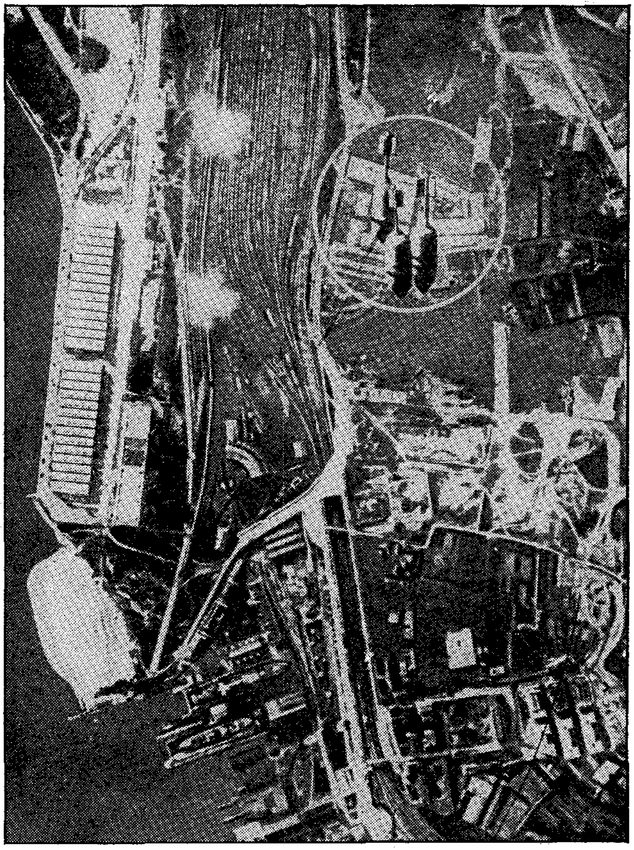
Paris, as we gather from the dispatches, instead of falling into a panic of fear, developed a curiosity about those shells that dropt at such regular intervals. What are they made of? Are they shot from a cannon or launched from aircraft? If from a cannon, how is it constructed, and what is the explosive? Just where is it hidden, and how long will it be before our airmen discover it and put it out of business as they did that 380-millimeter gun that fired on Dunkirk? Frenchmen asked these questions, and noted that the gun or guns did little execution as compared with air-raids. They could see slight military value in them and agreed with *L'Écho de Paris* that it was simply "a political cannon," intended "to give the civilians the impression that Paris is under the German guns."

When the news first came to this country, it was generally received in military circles with open incredulity. It was widely asserted by men cited as "authorities" and "experts" that no gun could be made to shoot a nine-inch shell seventy miles. Later news confirmed earlier reports and it was learned that the shell fragments bore signs of rifling. The important thing, according to *The World*, is not the spectacular bombardment of Paris, but "the latent possibility of a new weapon and the question of its capacity for development into a portentous implement of warfare."

An authoritative description of the shell fired by the new German gun appears in Premier Clemenceau's paper, *L'Homme Libre* (Paris). Its diameter is said to be about nine inches and its length about twenty. It weighs at most two hundred pounds and contains something like twenty pounds of explosive. The shell is divided into two compartments, thus producing two successive explosions, a pecularity which led Parisians to think they were being fired upon by two guns. This projectile, we are further informed, "is fitted with a long pointed nosecap in thin sheet iron, which probably increases the range of the shell."

## IS OUR AIRCRAFT PROGRAM LAGGING?

One patriotic Senator, we are told, bowed his head on his arms and "wept from disappointment and chagrin" when told of the discrepancy between the first rosy promise of our aircraft program and what has actually been accomplished. That program, according to Senator Hitchcock, of the Committee on Military Affairs, "is 75 per cent. behind time," while another Washington estimate makes it 40 per cent. behind. It will be remembered that our original program, as unofficially announced but never officially contradicted, promised a great fleet of 22,000 airplanes by the end of 1918. Mr. Gutzon Borglum, who investigated airplane production in this country and made a confidential report to President Wilson about two months ago, is quoted by the Boston *Herald* as saying: "Reports which I have seen that we are 74 per cent. behind are not by any means exaggerations." The same paper quotes Mr. Borglum as saying on March 18: "There are no American military airplanes in France. Our fliers are using French planes." And we are told that he added the startling assertion that "there was absolutely no reason why there should not have been 5,000 American airplanes in France by April 1 of this year," and that "failure to get them there never would be explained satisfactorily." On the same day the New York *Sun* published a dispatch from its Washington correspondent which affirmed that America's air-fleet "would not become a real factor in the fighting abroad until the spring of 1919," altho "there will be a considerable number of American battle-planes in the fighting this fall." Last week Senator New, of Indiana, declared that instead of 12,000 American combat planes being delivered in France by July 1, as provided in the original airplane program, the number will amount to only thirty-seven. Senator Hitchcock's assertion that under present calculations at least 2,000 American airplanes would be ready by July was explained by the Indiana Senator as referring not to fighting-planes, but to training-planes and other types. Secretary Baker's recent statement that the first American airplanes were being sent to France five months ahead of schedule was characterized by Senator New as "wholly misleading, and perilously so." On the same occasion Senator Poindexter, of Washington, told Congress, on the authority of "men high in the organization of the Airplane Production Board," that "there seemed to be some mysterious and unknown influence that is putting the blight on all of the efforts of the Board to produce airplanes." The Providence *Journal* also declares that "influences, that have apparently baffled honest government officials, have worked against production from the minute that the airplane program was first arranged." And in a Washington dispatch to the New York *Times* we read that President Wilson has become so concerned over what has been told him about conditions regarding aeroplane production that he has set to work a special committee under the chairmanship of H. Snowden Marshall, of New York, to collate the facts with a view to remedying the deficiencies that have been discovered.



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AERIAL BOMBS FALLING ON TRIESTE.

This remarkable photograph, taken from a French airplane, shows in mid-air three bombs bound for Austria's greatest naval base.

We are only doing one-fifth of what we should do in aviation, declares the Aero Club of America, which thinks that "the main reason is that there are no funds with which to do more"; and it urges the immediate appropriation of $3,000,000,000 for an enlarged program. In a statement issued by its executive committee this organization says:

> "The present aircraft program was made at the time when Italy was victorious and Russia was still fighting energetically. The $640,000,000 appropriation represented the rock-bottom minimum cost for the smallest plan that could be made to meet the situation successfully then.
>
> "The Italian reverses and the Russian collapse created new conditions, to meet which we should immediately have tripled our aircraft program. Congress was not in session and nothing could be done outside of making plans, which included pay for 11,941 aviation officers and 153,945 enlisted men for the aviation section of the Signal Corps. As it takes an average of two airplanes to train each aviator to the high point of efficiency required, and then as it takes a minimum of six airplanes per aviator to keep him fighting for a year and a spare motor for every motor used, there would be required 80,000 airplanes and more than twice that number of motors. Also a much larger number of schools for aviators and mechanics than there are now.
>
> "To carry out this program would take an appropriation of about $3,000,000,000. Provided ample funds are allowed, the situation can be saved even at this late hour, and the production of aircraft, motors, and equipment quadrupled in the coming few months."

The fact is, declares the New York *Times*, that our airplane production, heralded as record-breaking and soon to give the Americans control of the air at the front, "has been a mirage of iridescent tints." What is wanted to bring order out of what threatens to be chaos, thinks *The Times*, "is a central authority, a strong man with ideas and energy, to take charge of the industry, and regulate, direct, and accelerate it to the maximum of production." And Admiral Peary declares that—

> "The only remedy for the present most unfortunate conditions in our aeronautic affairs is the immediate creation of an entirely separate and independent department of aeronautics under one-man control. Every day of delay in creating such a department increases the risk of catastrophe to the United States forces abroad."

In the Aircraft Board section of The Literary Digest's record of "Our First Year in the War" (see page 19) we find the statement, virtually official, that "with the two months' delay which has arisen it will be September rather than July 1 before we have enough large planes to take charge of our sectors along the front." "It is evident," remarks the Boston *Christian Science Monitor*, "that aircraft production in the United States has not come up to expectation." And in the New York *World* we read:

"Whether the expectations of the Aircraft Board were too great or whether there have been serious delays in carrying out the program, the fact seems to be that airplane production is far from the stage at which the public was led to believe that it would be by this time.

"*The World's* Washington correspondent suggests that 'the trouble with the Aircraft Board seemed to lie in the fact that it mistook flamboyant press-agenting for proper publicity.' This is likely to bring its own punishment, and in the charges that the Board is forced to meet it finds a penalty for that kind of overexploitation."

But "the air program is far from having collapsed," declares Herbert Bayard Swope in a Washington dispatch to the same paper. Mr. Swope admits that the early claims of the Aircraft Board were "grossly exaggerated, due to miscalculation of the difficulty of founding a new industry." The Board's revised schedule, says Mr. Swope, calls for 11,000 combat-planes by the end of November. "A lot of solid work in this field has been accomplished during the past six months," declares the Boston *News Bureau*, "but it has been preliminary work, which is tedious, tremendously exact, and involves the creation of dies, jigs, intricate calculation of tolerances, and the building of special machinery and tools." The trouble, declares Representative Kahn, is that "there has been too much optimism on the one hand and too little knowledge of the greatness of the task on the other."

Gen. George O. Squier, Chief of the Signal Service of the Army, maintains that our airplane program is actually up to date, according to the Washington correspondent of the New York *Evening Post*, who quotes him as saying: "Everybody has a program of his own. So far as our program is concerned it will be completed on time."

In the Washington correspondence of the Kansas City *Star*, a paper that itself has not hesitated to criticize when it thought that war-preparations were lagging, we read:

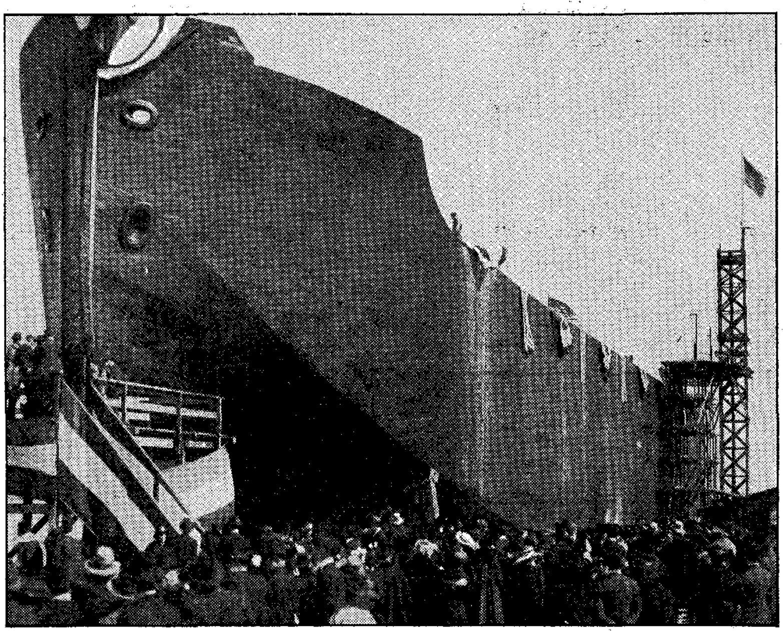
"Three things are chiefly responsible for the numerous criticisms of the progress in aircraft production.

"First, there has been serious delay, delays which are admitted of two to three months in the schedules, altho the causes were in most cases outside the Army organization.

"Secondly, there have been disgruntled individuals and companies both here and abroad. . . . They have told their troubles to members of the military committees of Congress, to newspaper men, and to departmental officials.

"The third thing that has sustained this criticism is the policy of secrecy practised in the War Department, which has forbidden the publication of information as to the progress that was actually being made in aircraft production. The public has not been informed as to either the difficulties which have been met and which have caused warranted delay or the things attained by the men battling with the problem. The greatest harm this secrecy has done has been to arouse false hopes. . . . . .

"Men in charge of the work declare that there is now no serious obstacle in the way of multiple production of both planes and motors. Types have been developed and proved in what it is claimed is record time for the work."



"FAITH IS THE SUBSTANCE OF THINGS HOPED FOR."

The launching of the 5,000 ton concrete ship *Faith* "at a Pacific port on March 14." "On the waters of San Francisco Bay," says the San Francisco *Chronicle*, "now floats the largest stone vessel ever devised by the ingenuity of man."

## SHIPYARDS GAINING ON THE "U"-BOAT

IN ITS RACE WITH OUR SHIPYARDS the *U*-boat is still far ahead, observe editors who note the British Admiralty's recent figures disclosing ship losses since the beginning of the war. The Admiralty has hitherto held up tonnage figures, in the belief that they might encourage the enemy and stimulate him to redoubled efforts, but they no longer fear such a result and have published the facts in order to insure the vigorous cooperation of the public in doing everything possible to make good the losses caused by the enemy submarines. The facts are that Allies and neutrals lost 6,600,000 gross tons of shipping during the year of unrestricted warfare, instead of the 9,000,000 the Germans claimed; that they have lost 11,827,572 tons since the war began, as against the 14,000,000 claimed by Berlin; and that the total net loss, considering new construction and captures from the enemy, is but 2,632,297 tons for the entire period.

But while these figures, which are reprinted in full below, are found reassuring by some of our press writers, others are imprest with the effectiveness of the *U*-boat warfare as contrasted with the slow work of replacing tonnage, the net result being that the non-German world faces an annual deficit of about 1,400,000 tons of shipping a year. This, says the New York *Evening Post*, "means an increasing acuteness of shortage if ship-building is not speeded up."

In both New York and London it is pointed out by the press that while the total Allied loss seems rather small as compared with the total world's shipping of 42,000,000 tons, it all comes out of that part of the world's shipping devoted to Allied needs in the Atlantic and adjacent waters. So we find the New York *Evening Sun* estimating the destruction of vessels needed to supply Britain and France in excess of twenty-five per cent. This New York daily declares that the race between *U*-boats and shipyards can be won if the "pernicious delays" in our yards are eliminated. As it observes:

"The situation would not be menacing if we had any genuine certainty that German marine depredations had been permanently limited, or if the lagging American and British ship-building were increasing in output, according to plan. As it is, no one can honestly give assurance that the *U*-boats or some other form of destruction may not begin the dance over again presently, and the ship-building program in a larger sense has yet to be translated from paper to fact.

"We can not keep on making good our shipping with the vessels of Germany. The commandeering of the Dutch ships is another measure that can be employed but once. For steady replenishment nothing but ship-building on an increased scale will answer. It is therefore of the greatest importance that the pernicious delays in the shipyards of the United States and Britain come to an end."

The responsibility of the ship-builders of the United States for the defeat of the *U*-boat and the urgent necessity for speed in their yards have been emphasized again and again by the public men and the press of both this country and England. The status of our ship-building program and the reasons for certain delays were discust in our issue of two weeks since. Those in charge of the work admit that things might have gone better, but are optimistic as to the future. Chairman Hurley of the Shipping Board has recently made a detailed statement showing the shipbuilding accomplishment under the Board's direction, which is quoted on page 64.

The "feverish ingenuity" which is being "directed upon the contrivance of seagoing craft to meet the emergency demands for more and stancher carriers at sea" is noted by the Milwaukee *Free Press*. It reminds us that aside from experiments with "unsinkable" vessels, such innovations as concrete, wooden, and fabricated ships have been actually adopted. The most remarkable innovation of all, continues the Milwaukee daily, is the launching of the world's largest concrete vessel, the *Faith*, "which took the water March 14 with such success as greatly to encourage engineers for the company, which has contracted to complete fifty-four similar ships within eighteen months." This vessel, which is pictured on the preceding page, is thus described by *The Free Press:*

> "The *Faith* was launched six weeks from the day the concrete was poured into the frames, embedding a continuous basket-work of welded steel, and hundreds of heavy iron bars, also welded together, and will be completed in six months. . . . . .
>
> "Advantages claimed for concrete ships are that they are absolutely fire-proof, can be built in half the time required for wood or steel, and cost no more to build than wooden ships, while not encroaching on the timber-supply. They are free from vibration, while water-tight compartments make them practically unsinkable. The bottom surface also is smooth, and proof against corrosion, and will not roughen with age. Concrete shows flexibility under strain, while the reenforcement is relied on to prevent damage from collision or external attack."

The Shipping Board is accelerating ship production by introducing improved processes and increasing the efficiency of labor. But while American shipyards have been speeding up, British builders have been falling behind until the Admiralty fears that the time of catching up with the *U*-boat may be unduly and dangerously postponed. It is largely to spur employers and workers in shipyards that the figures on gross tonnage lost and replaced were made public. They may be given as follows in tabular form:

LOSS BY ENEMY ACTION AND MARINE RISK

| *Quarter* | *United Kingdom* | *Foreign* | *Total* | *Total for Year* |
|---|---|---|---|---|
| *1914*—August and September | 314,000 | 85,947 | 399,947 | |
| Fourth | 154,728 | 126,688 | 281,416 | 681,363 |
| *1915*—First | 215,905 | 104,542 | 320,447 | ...... |
| Second | 223,676 | 156,743 | 380,419 | ...... |
| Third | 356,659 | 172,822 | 529,481 | ...... |
| Fourth | 307,139 | 187,234 | 494,373 | 1,724,720 |
| *1916*—First | 325,237 | 198,958 | 524,195 | ...... |
| Second | 270,690 | 251,599 | 522,289 | ...... |
| Third | 284,358 | 307,681 | 592,039 | ...... |
| Fourth | 617,563 | 541,780 | 1,159,343 | 2,797,866 |
| *1917*—First | 911,840 | 707,533 | 1,619,373 | ...... |
| Second | 1,361,870 | 875,064 | 2,236,934 | ...... |
| Third | 952,938 | 541,535 | 1,494,473 | ...... |
| Fourth | 782,889 | 489,954 | 1,272,843 | 6,623,623 |
| Total | 7,079,492 | 4,748,080 | 11,827,572 | |

MERCANTILE SHIP-BUILDING OUTPUT

| *Quarter* | *United Kingdom* | *Foreign* | *Total* |
|---|---|---|---|
| *1914*—August 1 to end of year | 675,610 | 337,310 | 1,012,920 |
| *1915*—First | 266,267 | ...... | ...... |
| Second | 146,870 | ...... | ...... |
| Third | 145,070 | ...... | ...... |
| Fourth | 92,712 | *551,081 | †1,202,000 |
| *1916*—First | 95,566 | ...... | ...... |
| Second | 107,693 | ...... | ...... |
| Third | 124,961 | ...... | ...... |
| Fourth | 213,332 | *1,146,448 | †1,688,000 |
| *1917*—First | 246,239 | 282,200 | 528,439 |
| Second | 249,331 | 377,109 | 626,440 |
| Third | 248,283 | 368,170 | 616,453 |
| Fourth | 419,621 | 512,402 | 932,023 |
| Total | 3,031,555 | 3,574,720 | 6,606,275 |

* Foreign total for year. † Grand total for year.

A third table shows 2,589,000 gross tons of enemy vessels captured and brought into service. This brings the net loss to non-German shipping down from about 5,000,000 to 2,632,297 tons. It will be noted that the *U*-boats sank in 1917 alone more tonnage than the Allies and neutrals have built since the war began. But in the latter half of 1917 the shipyards began to gain on the *U*-boats. Sir Eric Geddes has placed the total existing non-German tonnage at 42,000,000.

## TOPICS IN BRIEF

THE "wets" are recalling that Russia went dry in 1915 and crazy in 1918.—*Brooklyn Eagle.*

THE Kaiser is willing to bear the troubles of his people, but they must continue to do the fighting.—*Cleveland Plain Dealer.*

YOU may rest assured of one thing, the Jersey mosquito will not be arrested for loafing.—*New York Morning Telegraph.*

WITH pained surprize the German troops are discovering that American soldiers are not too proud to fight.—*Chicago Daily News.*

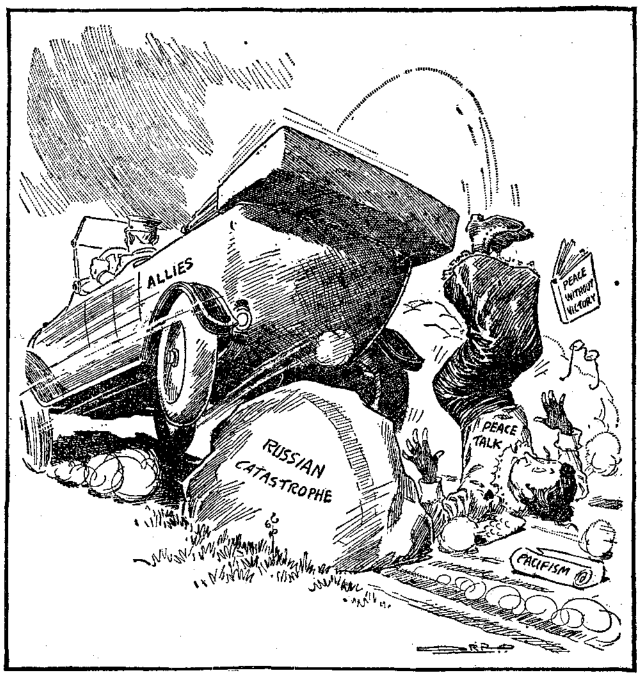
IT must be a source of regret to Lord Lansdowne that he has only two cheeks to offer to the enemy.—*Philadelphia North American.*

MY idea of a far-sighted man is the soldier who wrote to the book committee and asked for a guide of the city of Berlin.—*New York Morning Telegraph.*

SECRETARY BAKER is in Europe, and his regular critics are now deciding whether to say he should not have gone or should have done it at least two years ago.—*Chicago Herald.*

THE Irish-Americans who are urging on Congress a resolution virtually condemning Great Britain are basking in a safety secured for them by the activities of the British Fleet. — *Philadelphia North American.*

THE Joplin *News-Herald* is opposed to shooting the poor devils who went to sleep on duty in France for the reason that nothing severe has been done to those of the people's representatives in this country who have been half asleep on the job ever since the war started. —*Kansas City Times.*



A BAD JOLT; BUT LOOK WHAT WE GOT RID OF!

—Orr in the Chicago *Tribune.*

MOST of the Kaiser's spies have titles before and aliases after arrest.—*New York World.*

TROTZKY is now in favor of iron discipline for the Russian Army, but we fear it's pretty rusty.—*Brooklyn Eagle.*

THE infant Bolshevik Government is a precocious child. Inside of two months it began to crawl.—*Brooklyn Eagle.*

BAKER Under Fire.—*Head-line.* He got used to it before going over.—*New York World.*

EVERY time von Hindenburg calls for Victory, Central gives him the wrong number.—*Brooklyn Eagle.*

AMONG the compensations of war in England is the reduction of three thousand in the annual output of new books. —*Boston Herald.*

THE refusal of Servia to submit to a discussion of peace must make the admirers of Russia sick.—*Philadelphia North American.*

NEW YORK, which haw-haws every time Kansas is mentioned, has only one motor-car for every thirty-five inhabitants, while Kansas has one for every ten.—*Chanute Tribune.*

THE announcement that the birth-rate in Germany has decreased nearly one-half in the last three years ought to go a long way toward making the war popular everywhere else.—*Philadelphia North American.*

IF New-Yorkers are to cultivate 12,000 farm-gardens this summer, as Mr. Hoover asks, they will have to arrange a schedule by which their roof gardening won't interfere with their war-gardening.—*New York World.*

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FIRST PHOTOGRAPH OF AMERICAN HEROES BEING DECORATED BY FRANCE ON THE WESTERN FRONT.

General Debeney, the Commander of a French Army Corps, is pinning the medal on one of the Yankee fighters. Detachments of American troops are in the background. Premier Clemenceau of France is standing at the left. He is the second figure, and is in mufti.

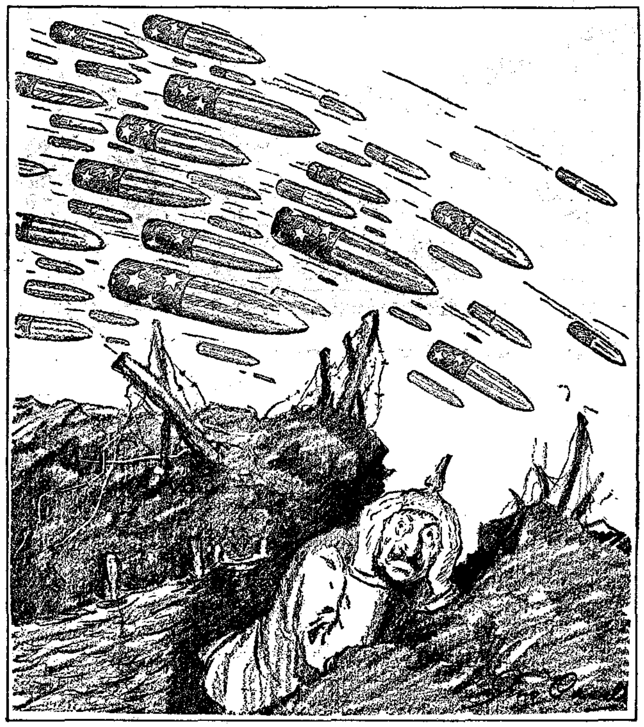
# OUR FIRST YEAR IN THE WAR

ONE YEAR AGO TO-DAY a naval ensign in the White House wigwagged a message to an ensign in the State, War, and Navy Building. Instantly the message was transferred to telegraph-wires and carried round the world. It was on the tongue of the man in the street in every part of the country, where it was realized with a strange thrill that at last we were in the World War. The exaltation of the news could last only temporarily, but the grim work of our undertaking began at once and is now at the punctuation-point of a twelvemonth. The least military of the high-ranking nations, we ventured perforce on a most complicated and vast war-scheme. Recking naught of the menace of the elements and braving the terror of the submarine and mine, we set out to transport millions of fighting men three thousand miles from our base, a military feat never before attempted in the history of the world. And it had to be done immediately. The Kaiser spoke brashly in 1914 of England's "contemptible little army." What he thought of our military force as we got into the fray has not been published. Practically our whole Army was at the Mexican border in 1914. Such complement as was not there was in Hawaii and the Philippines. Any effort to increase its size was frowned upon as war-madness by observers of pacifist leaning. But despite all objection, the will of the majority put through the draft legislation, and while we have not had "a million men spring to arms overnight," we have raised an army of nearly two millions within one year. Secretary of War Baker in January stated before the Senate Committee that early in the second year of the war we should have an army of 500,000 men in France. The vast scope of our warehouse and hospital facilities at our base on the French coast, as described in cables recording the Secretary's overseas inspection, indicates plainly that we are planning to tender the Allies unlimited man-power. This, however, is only one feature of our many war-efforts which we naturally review at the end of the year with the question in our mind: "How much have we done, and how well?" The answer has been sought by THE LITERARY DIGEST in the unvarnished and impartial record of the departments of the Government most closely knit to the war and of the emergency departments necessitated by the demands of the war. For obvious reasons there is nothing to be revealed of the operations of the Department of Justice. But the whole world now, largely through the efforts of this department, has become acquainted with German spy theory and workings against us, and the knowledge chiefly desired is that its agents be trapt as so many have been. The authorities in all cases have been loath to "blow their own horn," altho they are unmistakably proud of what they have been able to accomplish. No one claims particular perfection in all endeavor, but the conviction resulting from the inquiry is that the major part of their work has been strikingly successful. They do not stop to think about success or failure unless they are asked for an accounting of their stewardship, but they do go on from day to day planning and building and achieving toward the one fixt goal—unconditional victory.

Within the past sixty days much adverse criticism has been heard, not only in certain organs of publication, but in our halls of national legislation. Senator Chamberlain and Senator Hitchcock, whose patriotism is above suspicion, have been the most distinguished, perhaps, of the adverse critics. THE LITERARY DIGEST has duly recorded all such criticisms, and now presents the results of its first-hand investigation strictly as they were secured through the courteous cooperation of a host of men in the service. The material here presented has been submitted for the approval of the military censor and of the various heads of departments herein represented, whose courtesy is deeply appreciated, and it is offered to the American public not only as a matter of journalistic enterprise, but as somewhat of a public service, so that the men, women, and children of the land shall be calmly confident that our fighting men on land, on sea, and in the air have behind them a Government that looks after their physical and moral welfare with the scrupulous conscience of a parent toward its offspring. Because of the general conviction among not a few army authorities that Germany must be mastered on the Western front, and because the Allies count so much on our men in khaki, we consider first, tho with no invidious distinction—for it is the Navy's mighty task to get them "over there"—

## OUR ARMY

In the first year of the war the Army was increased from 9,524 officers and 202,510 enlisted men to 123,801 officers and 1,528,924 enlisted men. As a sign of quick action, it is to be remembered that Pershing's first contingent of troops landed safe at a French port eighty-eight days after the declaration of war; that about one hundred days later American troops received their baptism of fire on the fighting-line in France; and that 309 days from the start of the war American troops permanently took over part of the firing-line as an American sector. Less than three weeks after the enactment of the Selective Service Law the entire male population of the country within draft age—namely, about ten million men—presented themselves before some four thousand boards and registered. The cost of drafting the Army and of the operations of the Provost Marshal-General was $10,000,000, and the cost per man accepted for service $4.93.



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OVER THERE!

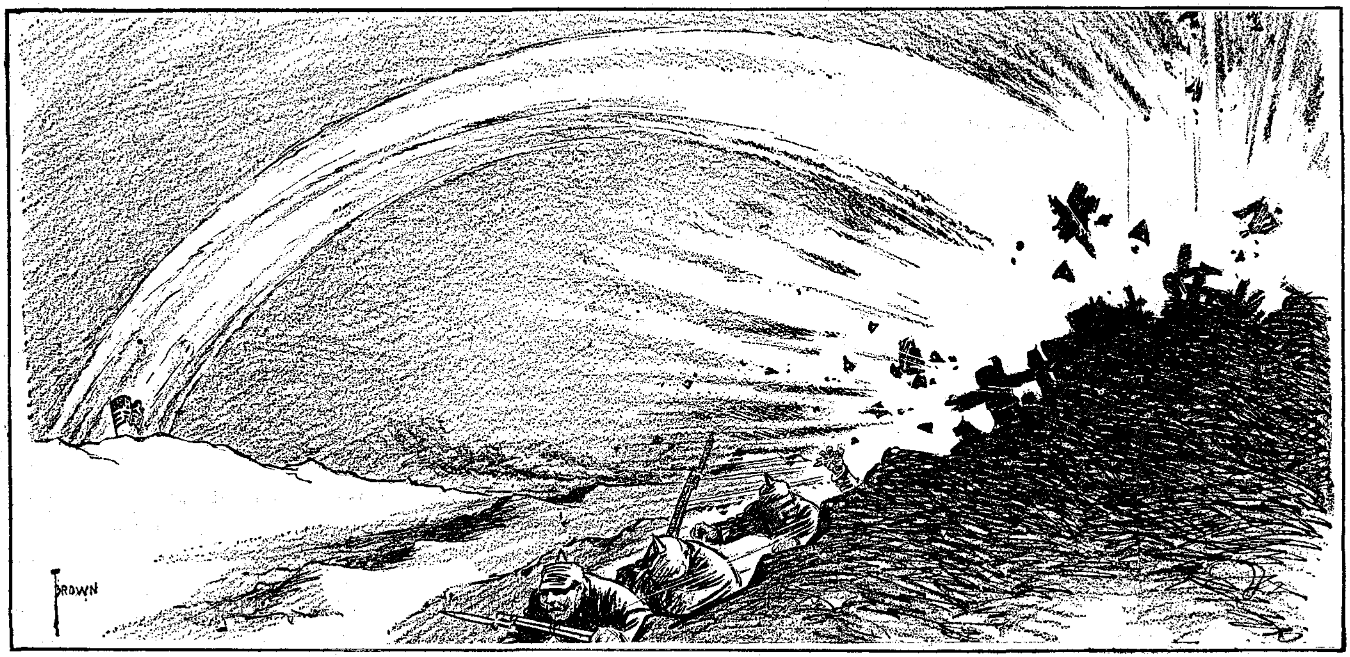
—Cassel in the New York *World*.

Within two weeks of the beginning of the war contracts had been made covering the requirements of an army of one million men, and this material comprised 8,700,000 items. Up to February 20, 1918, the Director-General of Military Railways had placed orders for railway supplies valued at $142,000,000 and with an aggregate weight of 754,000 long tons. The General Engineer Depot up to February 1 issued 9,500 orders for material valued at $202,000,000. Such scope and speed of endeavor become the more evident when we recall that in 1916 the United States Army almost in its entirety was concentrated along the Mexican border. Our troops not there were a mere handful in Honolulu and the Philippines. At the end of the first year of the war the whole man-power of the nation is in the service, and within the brief interval of twelve months we have become practically a military nation. According to one informant, we shall not lay down our arms to rust at the end of this war, altho we have always done so after wars in the past. But this does not mean that we are going to be infected with the virus of Prussian militarism. The opinion of temperate judges is that we shall have universal military service somewhat after the system of the French and Swiss. The rainbow vision of a million men springing to arms overnight has not been realized, but we have created an army of over 1,500,000 men within a year. This was possible because we had the men in the National Guard and the National Army to work on and the trained and experienced officers of our regular Army for their instruction.

The regular Army men are cordial in their gratitude to the Red Cross and auxiliary societies for their service during the building up of our new military force. To the various States also which volunteered help of diverse kinds they are indebted, and we are told of the case of one State which raised a fund of some millions of dollars to be at the disposal of the soldiers of the new day. The case is recorded, too, of a certain State, whose winter climate is particularly severe, in which there was imperative demand for rubbers for the drafted men. It was beyond the power of the Army at the moment to meet the emergency, whereupon the State outfitted the men with rubbers. Again, we hear of a State offering to provide money to new officers so that they could properly equip themselves. The money was advanced as a loan without interest.

In looking at the divisions of the Army as specially designed for this war, one remarks that the great mass of all who bear arms are in the infantry, for, owing to fighting conditions, "the Army is infantry" with the necessary complement of artillery. The infantry is the largest branch of the service, because, to quote a military authority, it must be at every point of contact with the enemy unremittingly. To succeed with the Army, our infantry must be pushed over the enemy, and all effort of every branch of the Army should have this for its ultimate object. The Navy pushes the infantry toward the battle-front, and the artillery drives it farther and farther toward the enemy's lines. The infantry looks to the artillery for assistance in time of trouble more than ever before in the history of warfare, and these two arms of the service are so dependent upon each other for success and self-preservation that they have become very closely knitted. The big guns of the artillery must be able to reach every point of contact with the enemy, but, owing to the longer range of the artilleryman's weapon, he need not be so numerous as the infantryman. As has been the case with our cobelligerents, the cavalry of our Army has not been called upon to prove itself as cavalry, but the personnel of this branch, we are told, has "thoroughly demonstrated its adaptability and devotion to duty by the admirable manner in which it has been able to be transformed either into infantry or artillery." The only opportunity until now offered the British cavalry, as is well known, was at Cambrai, and it has become a commonplace of war observation that the work of the cavalry in former conflicts, which was to serve as the eyes of the Army, is now done by the Aviation Corps. Practically all the men taken into the service are first placed in the infantry, the artillery, or the cavalry, and while these services are made up of a great number of men, they are so organized that each individual receives personal attention and supervision from the person in authority over him. The drafted man who goes to one of our camps does not become lost in the crowd, but is at once placed under an organization of officers and non-commissioned officers whose business it is to see that he is furnished with all needed to make him "comfortable, strong, and a fighter." Ample means and effort are employed to teach the drafted man his duties in the least possible time so that he will the sooner be available "for service with Pershing." We have the testimony of an officer of high rank as to the native quickness of intelligence and adaptability for learning notable in the drafted American. Made into a soldier, he is a much finer product than the regular Army people had expected, and our authority says that "green men can be made ready to fight in five months." This shows that after all we are a military nation, in the decent sense, even tho Germany holds the contrary opinion. When asked whether "ready to fight" meant "ready for the trenches," one officer confines himself wholly to the necessity for fight. "I do not like the word 'trenches,'" he said. "I want to see the Germans dug out and got on the run. The French have dug in and held the Germans back. The English also have dug in, but show a tendency of late to force the fighting to the open. It is my hope and judgment that our men will be the ones to go over the top to make the Germans fight or run."

It is interesting to know that if a man in any branch of the Army reveals in his training-period an experience in civil life which suits him for duty in some of the more technical activities, such as the Signal Corps or Ordnance Department or others,



THE RAINBOW DIVISION GETS INTO ACTION.

—Brown in the Chicago *Daily News*.

he is transferred to such duty. As to the close eye kept upon our men, we are told that from the moment they present themselves at the receiving office of the camp, each man, until he is separated from the military service of the Government, is under the continuous observation of his superiors and an accurate record of his service is always available whether he rises to the commission grade or remains a private soldier. Another encouraging fact reported by the army authorities is that even under our greatly expanded conditions it is "as easy to ascertain the status of an individual as it was a year ago when the Army was made up of a comparatively small number of minor units." This informant also points out that precisely the same organization of smaller units exists to-day as formerly. Regiments are organized into battalions, companies, platoons, and squads; but the regiments now have been combined into brigades, divisions, and army corps. At present one seldom hears reference to such and such a regiment, but rather to this or that division or this or that army corps.

### ORDNANCE DEPARTMENT

On May 17, 1917, the Ordnance Department at Washington, consisted of eleven officers and a total force of from one hundred to two hundred employees, who were housed in half a dozen rooms of the State, War, and Navy Building. The report of the Chief of Ordnance for 1916 showed that there were eighty-three officers of this department in the whole United States. In peace times the Ordnance Department expended about $13,000,000 per annum. Now it spends about that much per day. To supply garrisons and army posts was a simple matter in former days, but to supply thirty-two camps and cantonments of 20,000 to 30,000 men is another story. The Ordnance Department received requisitions, as soon as the war was on, from the regular Army and all the State militias. The lack of sufficient material and the wide distribution necessary demanded complete reorganization of the department to insure the prompt supply of the articles provided by this branch of the service, which includes the fighting men's arms, helmets, bolos, cartridge-belts, knives, bandoliers, haversacks, pack-carriers, mess equipment, and canteens, and the equipment for artillery and cavalry horses.

The equipment of a division, for which the Ordnance Department is responsible and must always have on hand "in perfect order and for instant use," includes rifles, pistols, heavy machine guns, automatic rifles, anti-aircraft machine guns, field artillery, howitzers, trench mortars, guns (with all necessary and reserve ammunition). Trench warfare munitions consist of bombs, hand grenades, rockets, signal lights, and other pyrotechnics.

It also furnishes machine guns and drop-bombs for the aircraft service. Behind the lines it supplies all heavy artillery on wheels and railroad mounts, and is responsible for the transportation of auto-trucks, tractors, motorized machine shops for repairs of equipment, gun-carriages, and guns. On the authority of a military observer of much experience it may be stated that through the exercise of patience and the courage to delay, despite criticism, we have perfected the best rifle, the best machine gun, and the best small-arms ammunition of any of the belligerent nations. The following table presents the growth of this department graphically:

| Date | Space, Square Feet | Personnel | | | Total |
|---|---|---|---|---|---|
| | | Civilian | Enlisted | Commissioned | |
| April, 1917........ | 15,000 | 250 | ... | 9 | 259 |
| September, 1917........ | 100,000 | 1,400 | ... | 400 | 1,800 |
| November, 1917........ | 226,000 | 2,330 | 122 | 662 | 3,114 |
| January, 1918........ | 221,073 | 4,836 | 678 | 1,601 | 7,115 |
| April, 1918........ | 880,000 | 9,200 | 1,700 | 3,000 | 13,900 |

After ten months of the war we were producing 50 per cent. of the amount of artillery per day produced by France. In the output of rifles it was decided in the early part of March that we had sufficient for all possible demands in this war, and the plants where rifles had been made were thenceforth given to the production of machine guns, of which we had produced 45,000 by March 7. Before the war our rifles were made at the Rock Island Arsenal and the Springfield (Mass.) Arsenal. At Rock Island 200 rifles were turned out a day and 500 at Springfield; now Rock Island is producing 500 and Springfield 1,000 per day. Meanwhile, with the advent of war, contracts had been made with private manufacturers to meet our rifle demand. In the first few months of the contract-period production was practically nil because the dies, jigs, lathes, and other machinery had to be provided. Also the long time it takes to make a rifle is explained by the fact that every one is in operation for two months before it is finished. The more striking, therefore, is the swift increase in output of three private manufacturing concerns once their plants were in working order.

September, 1917, rifles produced..... 2,500 per week
October, 1917, rifles " ..... 5,000 "
November, 1917, rifles " ..... 7,500 "
December, 1917, rifles " ..... 8,500 "
March, 1918, rifles " .....11,550 "

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OUR BOYS WILL HAVE THE GUN DECLARED THE STRONGEST IN THE WORLD TO STOP GERMAN DRIVES.

A test of the light Browning machine gun. It can be fired from shoulder or hip.

Our production of small arms and ammunition has been greater than that of France and England at any time, and in February we turned out 125,000,000 rounds of this ammunition.

### QUARTERMASTER CORPS

Transport of men and material by rail, water, remount service, and motor was the charge of the Quartermaster Department's Transportation Division when war broke out on April 6. In August another branch of army transport was established under the direction of the Chief of Staff which is known as the Embarkation Service, designed, as the name indicates, for the purpose of getting our men over there. To meet the enormous inevitable expansion of our transport demands, animal-drawn transport and remount service, which includes draft, pack, and riding animals in hundreds of thousands, was separated from the motor-truck division. As a sign of regular Army foresight, we are informed that the transportation division had been working for three years with manufacturers standardizing and commercializing vehicles in use in the Army. It was divined that when the day came it would be necessary to use not only all the material the manufacturers had, but also steps must be taken to secure new material. As soon as war was declared a conference was held with the executive committee of the American Vehicle Association and ways and means were planned to procure the finished articles that would be required. There was enough material on hand to make less than 8,000 vehicles of a total of 50,000 needed. The material for the latter wagons was "still growing in trees." With the advice of the Council of National Defense a composite price was agreed upon and contracts made for the necessary material. Similarly steps were taken with leather industries for harness. The result was that at the outbreak of war and before any appropriations were available contracts had been let to meet the requirements of the new Army in wagons and harness.

For railroad transportation the new order of things began as far back as 1905 when seventeen forms of bills of lading and sixteen different forms of transportation requests between the railroads and the Government were abolished and in their stead were adopted one uniform bill of lading for freight and one transportation request form for men. Uniform rates were adopted by the railroads all over the country with the approval of the legal authorities of the War and Navy departments and the Interstate Commerce Commission. In 1914, at the time of our trouble with Mexico, the railroads responded to the Army's request for aid in military service, but at the cessation of this trouble they suspended their activities. However, the Quartermaster Department felt it was essential to keep the plans of the Army and the capacity of the railroads coordinated, and to this end held consultation with eminent railroad executives. As a result of the Quartermaster Department's preparation in time of peace, the Army has been able to move 2,107,000 men from their homes to camps and cantonments and points of embarkation with but a single fatality up to December 31, 1917, when the Government took over the railroads. This feat was achieved with less effort than in the old days was required to move a regiment, and there was no disjointing of traffic. On December 31, 1916, agreements were signed with railroad-traffic officers representing 220 different lines of railroads and steamships. The roads covered approximately 250,000 miles of the country and the agreement on steamships included practically all coasting lines.

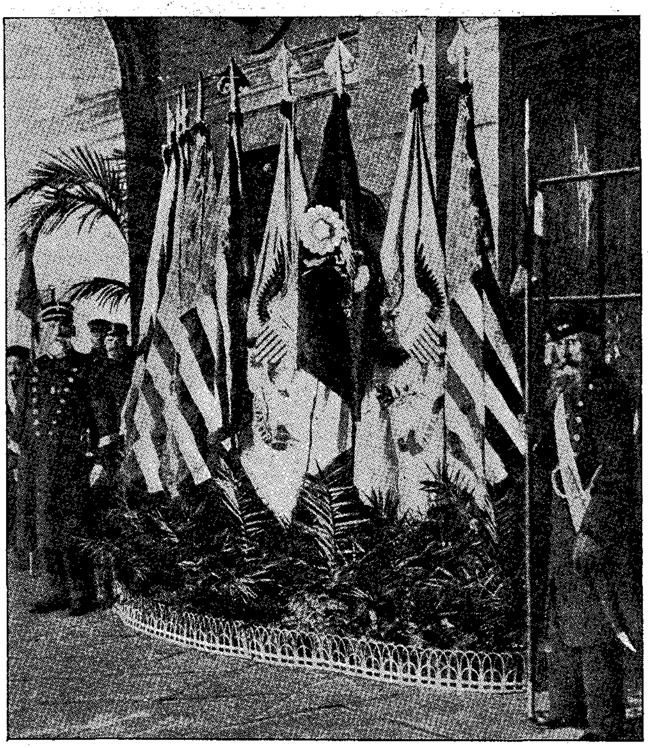
As to motor-trucks, comparatively a new transport medium in the Army, we are told that the Quartermaster Department first had them under consideration in 1906, when a few cars and trucks were secured. Experiments were made to see how well these vehicles could replace draft animals. The Mexican border trouble offered a good chance to test them definitely, and the Villa raids revealed the necessity that a motor-truck service be at once provided for the Army. Certain manufacturers had been advised of the possible requirements of this service and their promptness in filling orders, by providing trucks and personnel to handle them, may be realized from the following instance. An officer in Chicago was ordered to report to a factory in Cleveland to take charge of a motor company and proceed to Columbus, New Mexico. He obeyed orders *instanter*, only to reach Cleveland after the motor company had departed. This company arrived at Columbus and was on its way to supply General Pershing within four days of the placing of the order.

The opportunity offered by the Mexican emergency to create a motor service for the Army was taken advantage of by the Quartermaster Department, which promptly saw the desirability of standardizing motor transports. The advice of leading motor-engineers of the country was secured, and as the result a program has been worked out by which a war-truck—carrying 3 to 5 tons, according to the conditions of the roads—is now going through factories at the rate of 1,000 per month, which production will be gradually increased to 4,000 per month. The standardized motor-vehicles are the heavy duty truck, capacity 3 to 5 tons; the medium truck, 1½ to 2 tons; and the light truck, ¾ to 1 ton. The last is on pneumatic tires and is used for various purposes, including ambulance service. The surplus of these in good condition after the war, it is stated, will be handed over to the Post-office or other public department. There are also the standardized trailer, motor-cycle, and bicycle. It is pointed out also as a sample of army speed that while private manufacturers take years to produce a model, all the designs and models for the Army were produced since July, 1917, and credit is given for this achievement to the efficient cooperation of many members of the Society of Automotive Engineers. The supreme value of the standard motor vehicle is that it prevents the confusion and heart-breaking episodes due to lack of separate parts from which the Allies have suffered a great deal in their non-standardized motor-transport service.

When our forces were withdrawn from Mexico the motor transportation of the Army consisted of

| | |
|---|---|
| Trucks | 3,039 |
| Automobiles | 437 |
| Motor-cycles | 670 |
| Tractors | 12 |

This motor equipment was of twenty or thirty different makes and sizes. Part of it operated in truck-trains, part of it was on detached duty at camps and posts, part of it was in reserve depots, and part of it in the "bone-yard" in all stages of disrepair.



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FROM FRANCE OF 1776 TO AMERICA OF 1918.

These flags were presented to five American regiments by the descendants of the French who fought in the American Revolution. They are here shown at the Invalides, guarded by French veterans.

Also there was a personnel of army officers and men experienced in handling motor transportation, and there was the beginning of an efficient repair and maintenance organization, without which continued motor-transport service is impossible. Therefore, as soon as war was declared the Motors Division was ready with two recommendations born of its experience on the Mexican border. The first was the procurement of equipment of a few makes of commercial trucks, cars, motor-cycles, trailers, and tractors which had a deserved reputation for reliability and usefulness. It was insisted, moreover, that there be such incomplete standardization in accessories and externals as the makers could incorporate without serious delay in production. The second recommendation was that real standardization of all automotive equipment should be promptly begun, and it was planned to secure equipment primarily designed for military duty, to have uniformity of training in the personnel to operate and repair it, and to reduce the problem of keeping in stock, available for instant use, the large quantities of separate parts and repairs which experience showed would be needed. As to the plans for immediate equipment, progress in the Quartermaster Department may be gathered from the fact that as soon as definite information was had on the size and constitution of the army to be created, the Motors Division called for bids on the motor-equipment for such an army. In June bids were opened and contracts made for the following:

| | | |
|---|---|---|
| For the Quartermaster supply-trains, two-wheel drive | Three-ton trucks | 6,450 |
| | One and one-half-ton | 3,100 |
| | | 9,550 |
| For the Ordnance Department trains, four-wheel drive | Three-ton trucks | 6,750 |

Deliveries of these trucks were scheduled to begin in August, 1917, increasing monthly until completed in June, 1918. In the direction of standardization, and to reduce, so far as possible, the number of kinds of trucks which would have to be maintained and repaired, these purchases were limited to six makes. It was not feasible to reduce this number and get the necessary quantities in time, especially as many of the best American makes were heavily covered with orders for the Allied armies. It was further decided to send only new equipment abroad, and to keep all the old equipment from the Mexican border in the United States for border, camp, and cantonment work, repairing it and getting it organized as fast as the shop capacity permitted.

With the passage of the succeeding months, the other staff corps decided upon the equipment their special needs required, and additional purchases were made as follows:

MEDICAL CORPS.

| | |
|---|---|
| 1,458 | G. M. C. ambulances. |
| 2,354 | Ford ambulances. |
| 3,812 | |

ENGINEER CORPS.

| | |
|---|---|
| 217 | Mack 3½-ton. |
| 783 | Mack 5½-ton. |
| 3,000 | Mack (number of size of each not yet determined). |
| 4,000 | |

SIGNAL CORPS:

| | |
|---|---|
| 3,975 | Signal Standard 3½-ton. |
| 3,950 | Signal Standard 1½-ton. |
| 7,925 | |

ORDNANCE DEPARTMENT:

| | |
|---|---|
| 7,523 | Four-wheel drive 3-ton. |
| 9,000 | Nash 2-ton. |
| 2,091 | White 1-ton. |
| 800 | Dodge light repair. |
| 1,548 | Commerce 1-ton. |
| 20,962 | |

The additional makes of cars brought in by these purchases raise the number to be maintained up to thirteen. As all purchases of trucks have not passed through the Quartermaster Corps, the above tabulation can not be considered entirely complete or accurate.

Deliveries upon this schedule have been very satisfactory thus far. Not all of the makes have kept to schedule, owing to causes which have embarrassed every part of the national production program. But deliveries have been always far ahead of shipping facilities, so that there has been always a large stock at points of embarkation available for shipment, and this condition will continue.

Besides the provision of trucks of the various capacities enumerated, equipped for their various purposes, there is a large quantity of other automotive vehicles of many sorts. Some idea of the variety and extent of these needs may be obtained from the following orders placed to March 1, during this year:

| | |
|---|---|
| 251 | Tank-trucks. |
| 400 | motor-cars, 7-passenger. |
| 2,409 | motor-cars, 5-passenger. |
| 238 | motor-cars, 2-passenger. |
| 4,210 | motor-cycles, with side car. |
| 700 | motor-cycles, solo. |
| 9,003 | bicycles. |
| 14 | cargo-trailers, for tractors. |
| 388 | cargo-trailers, for trucks. |

These quantities can not be considered as more than a temporary supply, about in proportion to the supply of cargo-trucks, which form the backbone of the transport organization.

As has been said, the remount service of the Army and supply of vehicles and leather equipment for transportation were formerly

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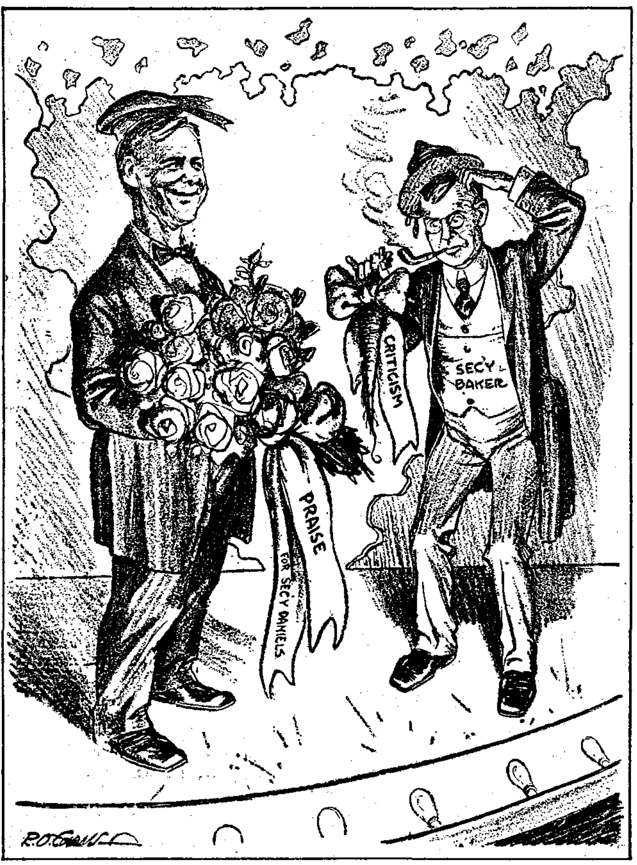
handled by the Transportation Division of the Quartermaster-General's office. But on April 17 this became a separate department. The great demand for motor vehicles has not driven the horse and the mule from army service. Their usefulness is witnessed by the expansion of the Remount Division, for when war was declared, remount activities at Washington were in the care of one officer and one clerk.

The peace-time practise of branding animals on the hoof when purchased was found to cause delay in handling large numbers of animals for the Mexican border service. New regulations provided that the descriptive list of public animals should be made only after their delivery to the Army. When purchased the animal is branded on the left shoulder. The purchase of animals is made in four different zones of the country, namely, the Northern Remount Zone, the Central, the Southern, and the Eastern. The officer in charge purchases all animals within the limits of his zone. Sixty officers of the regular Army were requested from the War Department for purchasing operations, but this number could not be spared, and the War Department permitted only the temporary use of four regular officers in each of the purchasing zones. Fifty reserve officers of the Quartermaster Corps who claimed that they were qualified to purchase public animals were ordered to report to the chiefs of the different zones for instruction. They were not at all qualified or competent for the difficult work of purchasing public animals, and all but two had to be relieved. Then it was decided that as regular officers could not be had for this duty, distinguished horsemen of the country should be called to assist in buying horses and mules. Several hundred of these experts in horsemanship and of high business standing offered their services to the Government, and fifty of them were commissioned as captains. They sacrificed their business interests and gave up their entire time and ability to the purchasing of animals for the Army. A high authority in this department praises them for the satisfaction with which they have acquitted themselves of their task.



"COURAGE, NEWT; THAT'S HOW I GOT MY START."
—Evans in the Baltimore *American*.

Horses are purchased in the open market, and, in spite of the great demand, have been bought for less than the maximum price fixt. In addition to the auxiliary remount depots, an Animal Embarkation Depot was established to receive and condition animals for shipment overseas. The total expenditure by the Remount Division up to March 1918, for vehicles has been nearly $45,000,000; and for leather equipment about $10,000,000.

One of the discoveries of the Remount Division, we learn from a man of mature experience in this matter, is that the care of our animals is almost a lost art in this country. People applied to the Quartermaster Corps to be admitted to the cavalry. And some of the candidates were policemen, firemen, ball-players, stevedores, and others. They knew much of many things, but in a lamentable number of cases nothing at all of taking care of animals. This is partly true, commonly we are told, of people from great cities, to whom a horse or mule would seem to be almost as much of a mystery as a hippogrif. Unfortunately there were few at liberty in the organization who had time to instruct them in the simple faculty so natural to men who came from States where every man, woman, and child knows how to handle animals. The difference in the rating of the men was not only a marked feature of this ignorance, but in the physical condition of the animals.

The demand for American troops in France necessitated the forming of a new division known as the Embarkation Service, which, altho established only in August, 1917, by the end of the calendar year had in service one hundred and thirty-four vessels, all of which had required refitting and remodeling for carrying troops and animals overseas in peril of submarines and mines; the most difficult waterway any transport ever had to traverse up to the end of the year.

Every ship had to have guns and quarters for transport crew and gun crew. Animal transports had to be fitted with stalls, and refrigerators were necessary for supplies. Ships carrying troops needed additional berth and ventilation systems. To the end of the year but one man was lost or a ship sunk sailing from here to France. Some, of course, it will be remembered, were hit coming back. This result has been accomplished through the most careful coordination of the Embarkation Service with the Navy Convoy Service. The real movement of American troops commenced in August, 1917, we are told, altho some went over in June and July.

In addition to the troops carried in the hundred and thirty-four vessels through the first six months of the operation of the Embarkation Service, material was taken for storage and warehouses, for cantonment and hospital, and like purpose; in fact, for every kind of material that a large pioneer army in a new country requires. And this army, one informant tells us, was greater than both sides could boast on any battle-field during the Civil War.

## HOW WE FEED OUR SOLDIERS

The Subsistence Division of the Quartermaster Corps is charged with the duty of supplying to the soldier his daily food. It provides him with all he eats, including not only the staples served in his mess, but the delicacies he buys with his spare change at the sales-counters of the commissary store-houses. It deals with eatables of all kinds, from fresh beef to lemon drops. And by adherence to some ancient quirk of army administration it carries a side-line, still under denomination as "subsistence," of collar-buttons, borax, pocket-knives, listerine, boot-blacking, soap, pencils, and the like.

In those almost forgotten days when the Army was small in numbers and when it adhered to the pleasant custom of remaining uniform as to strength and fixt as to station, the food-supply was difficult neither of accumulation nor distribution. In the present time its administration offers a task of huge magnitude.

And it is a task which must never for a single day fail of successful accomplishment. The Army may wait for arms and ammunition, but it can not wait for food. Fail in that and there breaks down the whole war-machine. Hence failure is uncompromisingly prohibited by Regulations, by General Orders, and those even more impressive mandates—the "Customs of the Service."

The United States Army has always borne the reputation of the best-fed army in the world. Its official purveyors have been schooled in resourcefulness and thoroughness. Back in the days when Washington was commandeering corn and Marion was demonstrating to the skeptical British the possibilities of maintaining a high degree of activity on a diet composed exclusively of sweet potatoes, the hard-prest commissariat nevertheless managed to provide sufficient flour and tallow for the proper powdering of the cues adorning the Continental line. It is possible that the Continental line elected to apply its issue of head decorative material to its stomach, but that is beside the mark. The commissary delivered the required foodstuffs.

In 1819 the ration consisted of one and a quarter pounds of beef, eighteen ounces of bread and flour, two-thirds of an ounce of salt, and one-third of a gill of vinegar. That was all, but it provided the American soldier with a diet far superior to any provided for his foreign brothers in arms. Indeed, there was talk on the floor of Congress that it should be decreased. To-day the ration includes seventeen articles of food, each of which is capable of extensive variation by substitution. It weighs little more than four and a half pounds and it affords the soldier three meals far superior in wholesomeness, chemical values, and appeal to the palate than those enjoyed by the average civilian. Incidentally its provision keeps the Subsistence Division busy.

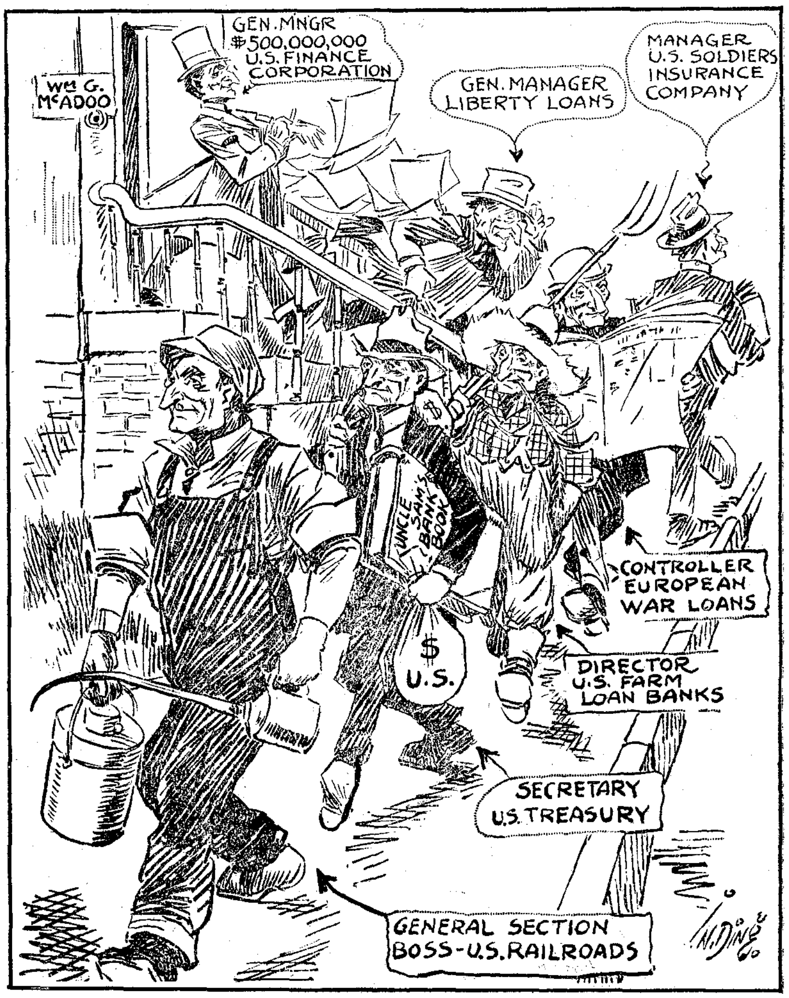
By the term ration is meant the food allowance of one soldier for one day. The Army employs several kinds of rations, such as the garrison ration, the field ration, the travel ration, and the emergency ration, the latter a sealed packet of highly concentrated food to be used only by order of an officer or in the greatest extremity. The garrison ration is the ration always provided, unless circumstances become such as to make its supply impossible. In general it constitutes the menu for the trenches. It always serves the cantonments and camps.

This garrison ration is composed thus:

| | | | | | |
|---|---|---|---|---|---|
| Fresh beef | 20 | ounces | Pepper | .04 | ounce |
| Flour | 18 | " | Salt | .64 | " |
| Baking powder | .08 | " | Vinegar | .16 | " |
| Beans | 2.4 | " | Cinnamon | .014 | " |
| Potatoes | 20 | " | Lard | .64 | " |
| Prunes | 1.28 | " | Butter | .5 | " |
| Coffee | 1.12 | " | Sirup | .32 | " |
| Sugar | 3.2 | " | Flavoring extract | .014 | " |
| Milk | .5 | " | | | |

For all these articles there are provided substitutes. In place of beef the soldier may receive an equivalent in bacon, mutton, fish, or canned meat; in place of flour, soft or hard bread; in place of potatoes, onions or tomatoes; in place of prunes, evaporated apples, peaches, or jam; in place of coffee, tea, and so on through the list. Moreover, a money credit is allowed for any saving effected in ration drawing. With this money the soldiers' organization purchases fresh vegetables, confections, or other eatables as it desires. The Subsistence Division provides these at its commissary warehouses, where they may be obtained at the lowest prices.

To satisfy the appetite of the American soldier in his present suggested strength of 1,500,000 men, the Subsistence Division must provide each day no less than 6,750,000 pounds of food. Do not forget that this must be available each day and on the minute; there must be no delay. And bear in mind it must be delivered at every point where the soldier has set up in business; at every point along his far-flung battle-line, all the way from the Philippines to Lorraine.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PICTURE OF WILLIAM G. McADOO GOING TO WORK IN THE MORNING.

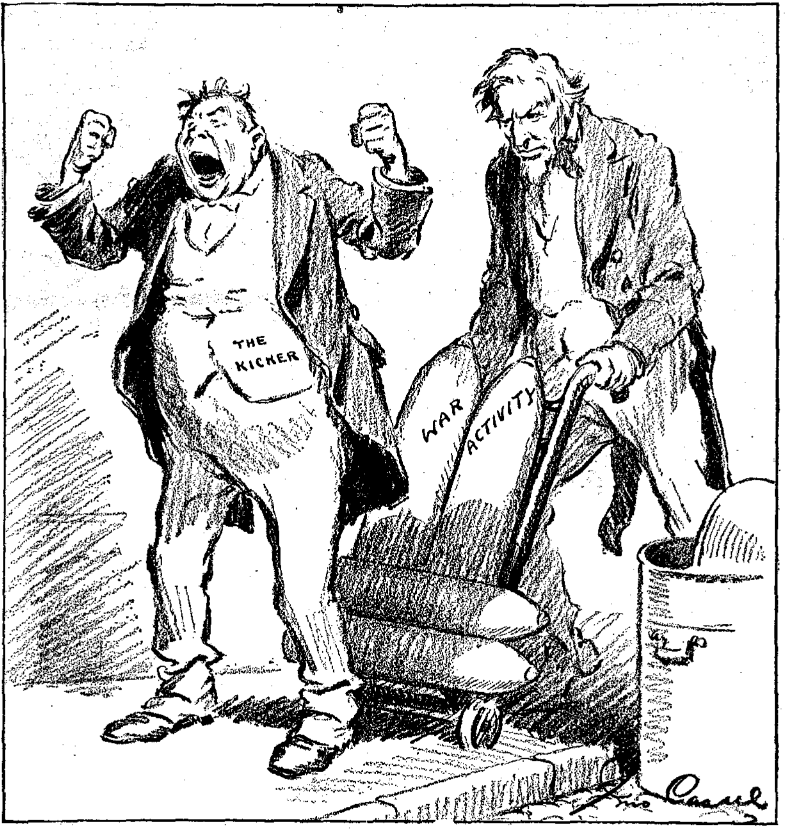
—Darling in the New York *Tribune*.

The soldier is a hearty consumer. He must have each day 1,500,000 pounds of beef, 225,000 pounds of bacon, 210,000 pounds of ham, 30,000 pounds of corned beef, 5,000 pounds of mutton, and quantities of such meats as come in cans. He must have, too, a matter of 14,000 pounds of canned salmon, supplemented by pickled mackerel, dried cod, and other fish to his taste. His vegetables include 135,000 cans of tomatoes, 36,000 cans of corn, 26,000 cans of peas. At points and seasons making fresh vegetables available, he gets these, but he places his reliance on the can. That will follow him anywhere!—and when empty serve him in the making of a hand-grenade of sorts.

He has a sweet tooth, of course, wherefore the Subsistence Division, even in these days of ship shortage and congested railroads, makes provision for the daily supply of 225,000 cans of jam, 7,500 cans of peaches, 2,200 boxes of chocolate, 1,200 cans of lemon-drops, and corresponding quantities of other sweets. The soldier also consumes daily 4,750 jars of pickles and seasons his meat with 3,000 bottles of tomato catsup. Apparently he has no great appetite for sea-food other than his fish, for his daily demands are for but one hundred cans of clam juice and one hundred and thirty-five cans of lobster. And the whole million and a half of him gets through the twenty-four hours on fifteen pounds of Edam cheese.

To feed the Army there must be slaughtered each morning three thousand cattle. Hogs and sheep must be sacrificed in proportion. To move the day's supply by freight would require trains with one hundred and thirty-five cars. The canned goods alone would occupy ten freight-cars. The Subsistence Division must see that the cattle are slaughtered and that the food is waiting when the trains and ships start.

Despite the huge proportions of the food-supply enterprise, last September found the Washington offices of the Quartermaster Corps with but a single officer in direct charge of subsistence work. Even his time was not devoted exclusively to subsistence, for up to January 1 the subsistence problem was regarded as a detail for the Supplies Division. Since then there have been rapid development and clarification. To-day there are on duty at the divisional offices in Washington fifty officers and five civilian experts with the necessary clerical assistants. It is these men who supervise the feeding of the Army.



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"ONE SIDE, PLEASE!"

—Cassel in the New York *World*.

Under its chief the Division is divided into operating subdivisions dealing with subsistence for the forces in the United States, subsistence for the forces overseas, food allotments, procurement, field bakeries and cooking schools, food inspection, purchase planning, and the like. Branches of these subdivisions specialize in beef-supply, in canned goods, in cereals, milk, flour, and other required foods. The personnel includes veteran officers of the Army, some with long experience in meeting the soldier's needs under trying conditions in far fields, such as the Philippines, China, and the Panama Canal Zone. It includes, too, civilians skilled in the large affairs of the big packing-houses and grocery establishments. And there is an important contingent of new-fledged officers of the Reserve Corps and National Army, some of them with past supply experience in the business world and all of them carefully trained for the duties they are to perform. As a small incident of his day's work, recently a young lieutenant arranged the little matter of a purchase involving 2,079,524 cans of tomato soup. And so high was his purchasing ability that he saved the Government exactly $27,618.17 in the transaction.

The work of food-purchase was formerly distributed, Depot Quartermasters in various parts of the country doing their buying in conformity with the tone of their localized market area. However, as there came an increase in the number of troops, overseas and concentrated in the camps at home, it became clear that this function must be centralized in Washington under the experts of the divisional office. This has now been done, as a result of which the Division operates along lines of high efficiency. Its system of records shows constantly the state of supplies at home and abroad, enabling it to follow any commodity from the point of manufacture to the port of embarkation, while the volume of purchase permits direct relation with the manufacturer and the elimination of the middleman. By the application of this central-control process there was saved to the Government in the purchase of five ration items needed for the month of April $161,760.59.

While the buying is there controlled, the actual purchases are not made in Washington. The purchasing depots at various points telegraph to the divisional offices the price quotations on supplies with their recommendations for acceptance. The Division's experts study them in connection with their market reports and their lists of confidential prices from the big manufacturers. Then from the divisional offices goes the telegraphed word to the depots to buy or decline.

In the case of supplies in which there is a shortage, purchase is made in cooperation with the Food Administration. Sometimes the supply is obtained on the allotment basis, which includes agreement with dealers in certain commodities whereby each is to provide a certain proportion at a price fixt by amicable agreement or after analysis of the cost of production made by the Federal Trade Commission. Among items thus purchased are canned goods of the 1917 pack, California dried fruits, and dried beans.

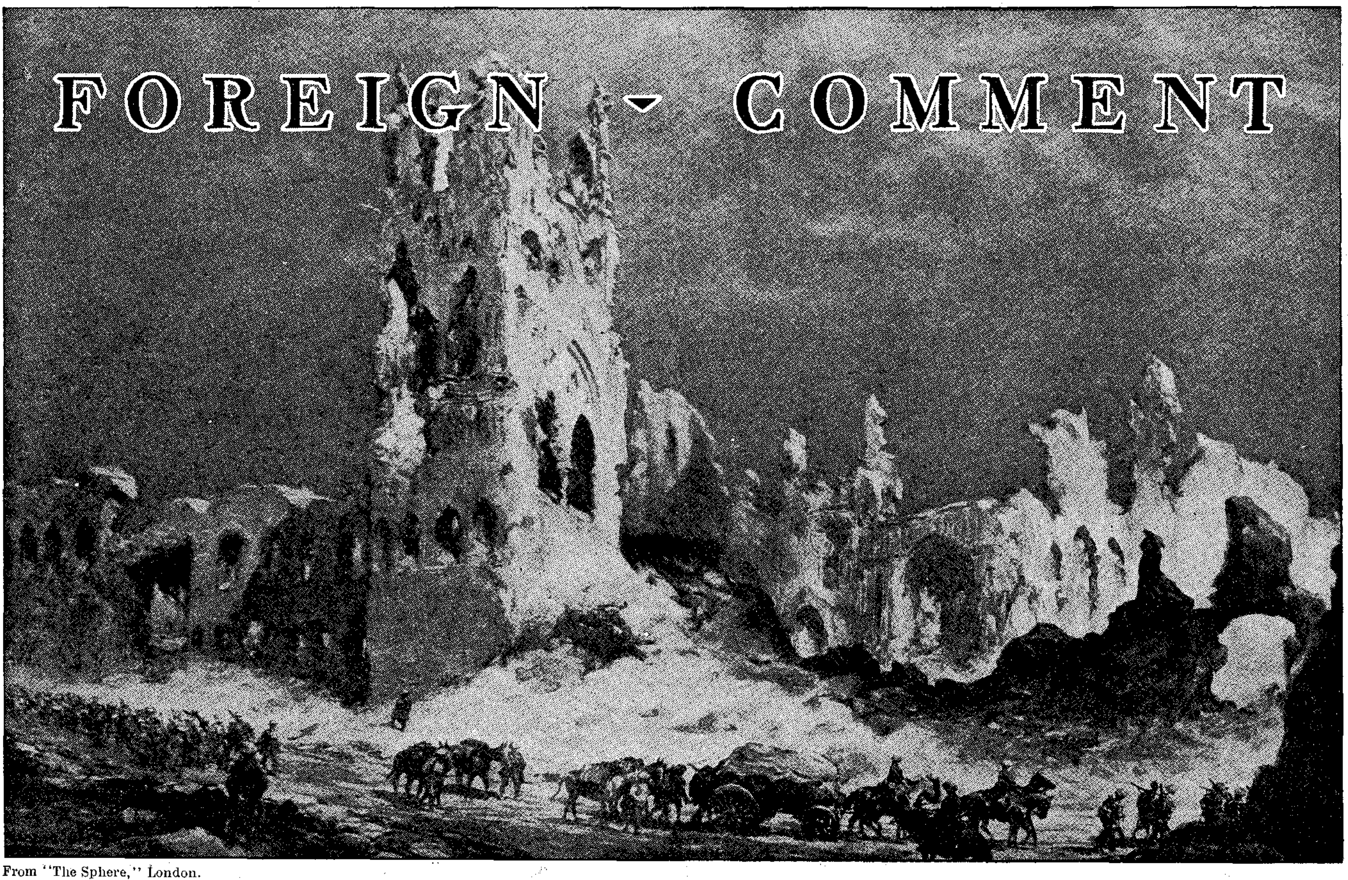
A notable, if unproclaimed, achievement of the subsistence officers was registered by their success in feeding the vast new army as it sprang into being. Before the war the Army maintained six schools for cooks and bakers, institutions wherein selected pupils from the ordinary run of soldiers were trained to be expert army cooks—those handy men who can spill themselves and their company field-ranges off the baggage-wagons anywhere and prepare from the ration a palatable meal, carrying the full nutritive value and reducing to the minimum the waste of food. There were ten bakery companies, with a personnel of but ten officers and eight hundred men. Graduates of the schools were, of course, sufficient in number to provide cooks and mess sergeants for the regular troops, while the National Guard was provided with men who had enjoyed some experience and some opportunity for instruction by the regular establishment during the border mobilization of 1916. The draft army was, of course, without mess organization of any kind.

To meet this condition civilian cooks, supervised and assisted by men of the regular Army, were sent to each draft army cantonment, where their operations were so successful that never at any time while the draft army was assembling—and the men were coming in at all hours of the day and night—were the cantonment kitchens unready to serve a hot meal.

Meanwhile, the number of schools for cooks and bakers was expanded to thirty-eight, which have since outfitted the whole army with qualified graduates. The Subsistence Division is proud of them. It is also proud of its seventy-three bakery companies, one of which trundles along with each division.

(*Continued on page* 46)

# FOREIGN - COMMENT



From "The Sphere," London.

YPRES IN WINTER BY MOONLIGHT.

## ALL ENGLAND ON RATIONS

A SNOW-STORM IN CHICAGO is felt at the dinner-tables of London, so interrelated are the conditions of modern life and so dependent is England upon us for her very sustenance. The great dislocation of shipping, due both to the depredations of the *U*-boats and the exigencies of war, is the reason assigned by the British journals for the delicate food-situation which confronts the British Isles. Meat, butter, bacon, they tell us, have almost vanished, and the authorities have had to resort to a drastic system of rationing to secure anything like an equitable distribution of food. London and the surrounding counties were first placed on rations, and on April 7 the whole country has to follow suit. The London *Morning Post* tells us that the card system is used and food must be paid for with coupons as well as money. This is the official explanation of the working of the rationing system:

"No person will be able to buy butter or margarine at a shop except on a food-card, and no person will be able to buy meat or a meat meal except on a meat-card. There are two kinds of regular food-cards—the food-card proper and the special food-card issued to children under ten. For the purpose of buying butter and margarine there is no difference between these cards; and the object of having the different food-cards for children is to provide for the possibility that other kinds of food may be rationed later on the same card, and that a different ration may be given to children. There are also two kinds of regular meat-cards—the meat-card proper and the child's meat-card issued to children under ten. These children are to receive half the ordinary ration of meat, and each coupon of the child's meat-card may therefore be used to buy only half as much meat as a coupon of the meat-card proper. There will also be travelers' food- and meat-cards for persons not resident in any fixt place, and emergency food- and meat-cards for other special cases.

"The cards allow butter and margarine and meat to be bought for the holders whose names have been entered upon them, or for other persons of the same households, up to fixt amounts in successive weeks. In order that more than the fixt amount may not be bought on any card, the food-cards have numbered butter and margarine squares and the meat-cards have detachable coupons, which must be canceled or detached when the purchase is made; and both squares and coupons are numbered to show the week for which they are valid. Each week ends on a Saturday at midnight."

Besides possessing a food-card, the unfortunate Englishman must be registered on the books of his butcher and provision-dealer:

"In order to buy butter and margarine on a food-card, it must be registered with a retailer. For this purpose it should be taken as soon as it is received to the shop where the customer usually buys. The shopkeeper must make the proper entries upon it and detach and keep the counterfoil. In order to buy beef, mutton, pork, or offal on a meat-card, it must be registered with a retailer. For this purpose a holder should take it as soon as it is received to his usual butcher. The butcher must make the proper entries upon it and detach and keep the counterfoil. This will not prevent its being used at other shops for buying other kinds of meat or meat-meals.

"No shop will be allowed to sell butter or margarine except the shop at which the holder of the card is registered. The shop at which the person is registered is only allowed to sell to him or her on production of a food-card. The shopkeeper will then cancel the square corresponding to the week in which the sale takes place. Supplies will be equally divided among shopkeepers in each district according to the number of their customers, and if sufficient quantities are available for the district as a whole the holder will get four ounces of butter and margarine a week on each card."

John Bull will lose his girth on being deprived of "the roast-beef of Old England," for the poor fellow is only allowed to spend ten cents at a time for meat—

"No shop will be allowed to sell butcher's meat, including pork and offal, except the shop at which the holder is registered, and then only on the production of the meat-card. The shopkeeper will cancel coupons corresponding to the amount of each purchase and the week in which it takes place. The butcher can not supply the customer with butcher's meat or pork on more than three coupons from each card in any one week. Each of these coupons permits the customer to spend ten cents on butcher's meat or pork, or if it is a child's coupon, five cents.

"There will be one coupon over on each card each week, and, if all three coupons for butcher's meat or pork are not used, there will be more than one coupon left. These may be used for buying any other kind of meat, such as bacon and ham, poultry, game, rabbits, cooked or tinned meats, etc., at any shop. The buyer must, however, produce meat-cards for the coupons to be detached. Every shop selling such kinds of meat will be compelled to display a poster showing exactly what weights of different kinds of meat correspond to one coupon."

The London restaurants have been hard hit, we learn, and are almost confined to fish and other non-rationed food, for their customers are nearly all of them "coupon poor." These are the regulations:

"No restaurant or eating-house will serve a person with any meal of which meat forms a portion unless the meat-card is produced for coupons to be detached. If, therefore, all the coupons for buying meat have already been used, it will be impossible to obtain meat meals. The proprietor is not bound to serve the customer with any special weight of meat, but when he comes to account to his food office for the meat he has used he will have to produce one coupon for every five ounces of uncooked butcher's meat and pork he has used, and similarly with other kinds of meat. The restaurant may require the customer to give up only half a coupon for a meat-meal, but it will then naturally not supply so much meat as for one whole coupon."

The London *Saturday Review* makes a desperate endeavor to extract some humor from the situation:

"The public will learn with surprize that such delicacies as sweetbread, kidneys, tongue, calf's-head, and pigs' feet are included under the unappetizing description of 'offal.' A rose, we know, would smell as sweet by any name; and the epicure, or even the glutton, will be glad to know that for a week, at all events, he can be served with the above-mentioned 'offal' without a meat-card, which he necessarily leaves at home. Lord Rhondda made a defense of his policy of fixing prices which was animated rather than convincing. The fact remains that there is a great deal of meat and chicken in the shops which is rotting because people are not allowed to buy it. In his democratic desire to reduce Belgravia and Bermondsey to the same rations Lord Rhondda is causing food to be thrown away."

From the London *New Statesman* we learn that the scheme has had beneficial effects:

"What happened in London during the first days of the week was a tremendous drop in meat purchases, alike at the butchers' and at the restaurants, the great majority of households reserving their coupons until the end of the week in order to secure the Sunday joint. Meanwhile the post-office reports an extraordinary increase in the number of parcels apparently containing meat, poultry, cheese, and butter received by Londoners from country friends and country shopkeepers and farmers."

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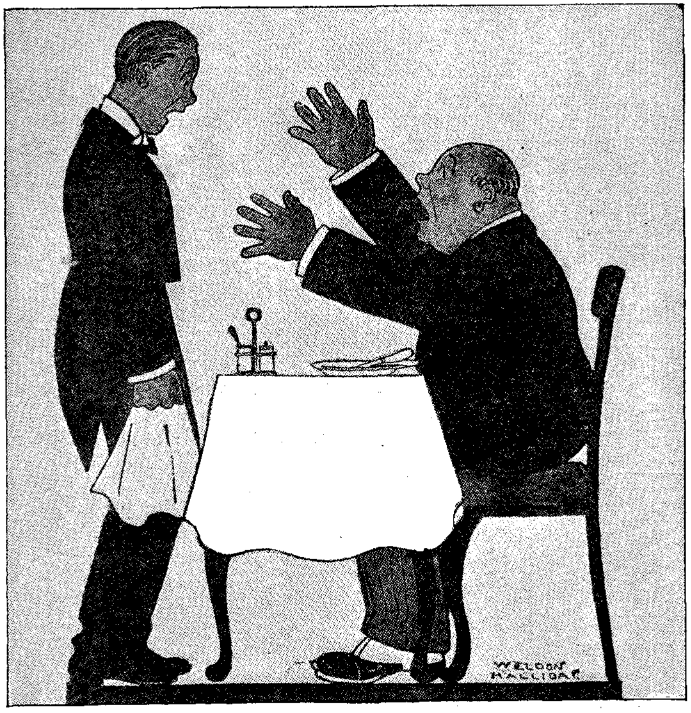
RUSSIA'S FATE "IN GERMAN HANDS"—The open boast that the entire future of Russia lies in the hands of Germany to mold as she pleases is made with tiresome frequency in the German press. Georg Bernhard, in the Berlin *Vossische Zeitung*, thus views the infinite possibilities of Russia:

"We still hold to the view that there can be no question of permanent chaos and dissolution in Russia. The correctness of this view finds support in the fact that the Ukrainians also do not believe in such a development. Despite all the recent rumors spread in Germany, the Ukrainians are still firm in their resolve to form a Federal Republic with the rest of Russia after the fall of the Bolshevik régime. If this hope is fulfilled, then all the other Russian republics which have been formed during the Bolshevik era will crystallize round this kernel. Thus there will be a large and powerful Russia for all time. Those who accept this view must reach the logical conclusion not to impose any conditions for future peace such as might permanently cloud the relation between the New Russia and Germany. One may submit to the necessity of military guaranties, but one must unhesitatingly reject any forcible accession of territory in excess of this.

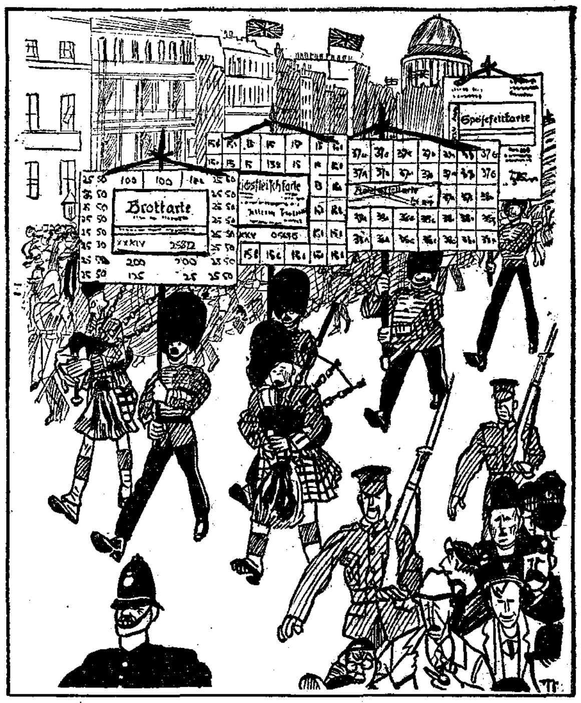
"It is, of course, quite another matter if we adopt the view of many people in Germany who believe in the permanent break-up of Russia. Then arises the danger of independent frontier States, with which Germany must establish close contact, especially if one believes in the possibility of their being influenced by England. In all this, it is true, one must never overlook the fact that the future fate of Russia, and also the relation of Japan to Russia and Germany lie in our hands. This becomes very clear when we consider the general Peace Congress and the rôle which England will play there. Germany may find very considerable surprizes there unless she secures the alliance of the future Russian Government at the green table against England. What enters the Congress Hall we shall know, but who shall prophesy what will finally come out of it?"



A HORRIBLE ACCIDENT.

"Quick, quick, Waiter! Bring me a toothpick — my meat-ration has fallen into a hollow tooth!"

—*London Opinion.*



GREAT BRITISH "VICTORY."

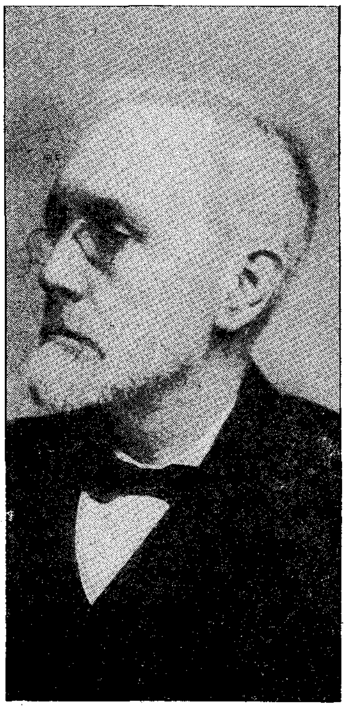
The British have just "conquered" their dislike of food-tickets. A great procession will celebrate it in London.

—*Lustige Blätter* (Berlin).

BOTH SIDES MERRY OVER ENGLAND ON RATIONS.

# IRELAND DRIFTING INTO ANARCHY

THE GRAVEST FEARS for Ireland are exprest by John Dillon, the new leader of the Nationalist party, and he anticipates a new crisis. As he phrases it, "Ireland is on the eve of one of the most momentous struggles in all her tragic history." The proclamation of martial law in County Clare and the disturbances which led to this drastic measure have added fuel to the fire, and, as the London *Daily News* puts it, "Ireland is fast drifting into anarchy." This is what *The News* has to say of conditions in the West:



JOHN DILLON,

The new leader of the Irish Nationalists, who has succeeded John Redmond. He believes that Ireland is on the verge of a new and disastrous crisis.

"What has happened during the past few months is that the population of County Clare and of wide areas of the adjacent counties have simply ceased to recognize the law. There is no longer even a pretense of general respect for authority. All government regulations are openly flouted. The police are mocked at and the magistrates ridiculed with impunity. The common taunt when the police attempt to interfere with a cattle-drive is: 'Mind your own business; your day is done.'

"In all this there seems to be little bitterness or hatred, but much contempt—the contempt of an acute, witty, and vain people for what they choose to regard as the dull blundering of a set of stupid outsiders. One of the most able and reasonable of the Sinn-Fein organizers in County Clare drove home every point he wanted to make in our argument with the words: 'It's all your English stupidity—the stupidity of England's kindness to Carson, the stupidity of the Easter-week executions, the unfathomable stupidity of the Irish recruiting bungle.' These supply the invariable spice of conversation in the very counties which rallied to Great Britain as one man at the outbreak of the war.

"In this scornful fashion western Ireland is drifting to the rapids of anarchy. Before that spectacle the Chief Secretary stands apparently spellbound. Appeals for guidance, for a policy, are unheard or ignored. While the Government thus finds itself in a state of dissolution the background of all Irish minds that are able to view events clearly is shadowed by the specter of an ultimate 'settlement' under martial law in the West. That final calamity can still, it is thought, be averted."

Here is another vivid little picture from the London *Daily Mail:*

"As the manager of the Munster and Leinster Bank at Ennistymon, County Clare, was motoring to a fair at Kilfenora, in the same county, on Monday morning, he was held up by six armed and disguised men, who took away his cash amounting to $32,000.

"An attack was made on Constables Sullivan and Dennehy near Ennistymon. They were engaged in the protection of a family named Marrinan, who had given evidence in a murder case. Michael Marrinan went to mass at Ennistymon with the two constables as escort.

"When they were returning, about a mile and a half outside the town, six men wearing masks jumped over a wall, demanded the constables' rifles, rushed at them, and knocked them down.

"The assailants fired from revolvers, Sullivan receiving a bullet in the left arm and Dennehy a bullet in the left thigh. They cut the slings of the rifles, which were on the constables' backs, and ran away with the rifles. No arrest has been made."

The Cork correspondent of the London *Daily Chronicle* is optimistic, however, and thinks that Sinn Fein has played its trump-card and failed:

"Of course, there was never any serious danger of a big flare-up, but disquieting rumors got abroad all over Ireland owing to Clare being made a special military area and additional troops being sent into the county to assist the police, as stated in the official *communiqué*.

"These rumors were greatly exaggerated. I found no sympathy in the South with the acts of lawlessness committed. The Irishman, particularly the Irish farmer, is a most conservative person, and the seizure of land 'in the name of the Irish Republic' was not at all to his liking.

"For long the Sinn-Fein leaders traded on his ignorance of European politics and of the war to tell him that the Germans were fighting for his freedom. About the end of last year that falsehood began to fail, and the Sinn Fein found itself without a policy. The organization grew weaker each day, and new schemes were introduced. The taking of the referendum for a Free Irish Republic was one, and stoppage of the exportation of foodstuffs to Great Britain was another.

"Both these schemes failed to raise enthusiasm, and Sinn Fein resorted to the introduction of what may be described as a form of Bolshevism. But from the first Irishmen were suspicious, and the introduction of such methods, which represented the Sinn-Feiners' trump-card, has failed miserably."

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**ALLIED LABOR'S WAR-AIMS**—An inter-Allied Labor and Socialist Conference has just concluded its sittings in London, says the London *Clarion*, a Socialist organ, and it drew up a comprehensive memorandum on war-aims. It is a modification of the British Labor party's statement of last August, but is significant as it has received the indorsement of the Labor and Socialist organizations in Britain, France, Italy, South Africa, Belgium, and Roumania. It is thus reported:

"The resolution to fight until victory is achieved by which Belgium and the other forcibly annexed peoples are liberated is reaffirmed.

"A League of Nations to prevent wars, democratically founded, is made the basis of peace. The section defining the constitution of the League has been rewritten more clearly and fully. Large powers are claimed for it.

"On Alsace-Lorraine the French Socialist demand is explicitly followed. This involves, first, the disannexation of the territory by Germany; the people then are freely to choose their destiny.

"Similarly, it is now claimed that Servia, Montenegro, Roumania, and all the Balkan territories overrun must be evacuated, and each people given full liberty to settle its own destiny. Slavs in Italian territory and Italians in Slavonian territory must have full liberty of local self-government.

"Absolute independence and unity of Poland are more emphatically demanded.

"No annexation of Livonia, Courland, or Lithuania by Germany is admissible.

"With regard to Austria-Hungary, the Czecho-Slovaks' and the Southern Slavs' right to independence is laid down, and also national independence for peoples which demand it, with freedom to substitute a federation of Danubian States for the Austro-Hungarian Empire.

"The paragraph on tropical Africa has been rewritten. Instead of all tropical Africa being handed to the control of the League of Nations, the conquered colonies are to be specially decided on at the Peace Conference, and those in tropical Africa to be controlled according to international agreement under the League of Nations, with economic equality of treatment for all nations, so that none shall be shut out from raw materials or trade.

"No economic boycott of any country after the war.

"It was decided to send the program of the conference to the enemy countries, and to ask for a reply in the hope of securing the adhesion of the Socialists of the Central Empires. A committee was appointed to communicate Labor war-aims to the Allied Governments, and to secure a promise that one representative of Labor should form part of each Government's representation at the Peace Conference."

## OUR PRESIDENT'S "FANTASTIC IDEAS"

AN AMUSING SCRAP-BOOK might be made of the ferocious ragings of the German press at our President, and if he is making any such collection here is a choice bit. Not content with a hundred former exposures, he is again unmasked by the *Kölnische Zeitung*, for, notwithstanding all his subtlety and wicked ingenuity, he has been unable to conceal from the penetrating eye of the great Rhenish organ the diabolical wickedness and hypocrisy that underlie all his smooth-sounding words. Of course we expected that the Germans would discover that our President was a rascal, but we were unprepared for the astounding news which they have flashed upon a gasping world. We were prepared for many things, but we were certainly not prepared to find the President of the United States was an inveterate, dyed-in-the-wool Englishman. Yet who could dispute the word of so infallible an authority as Dr. Georg Barthelme, writing in that repository of all omniscience, the *Kölnische Zeitung?* The worthy doctor has been to America, he cast eyes upon the President, and the dreadful secret is out. Hear his testimony:

> "Wilson is an utter Englishman. All he knows is England. He believes in the God-given mission of English culture. He regards America merely as an outpost of the British Isles. To-day he weeps over the years 1776 and 1812, and deplores the error of the colonists. Like Andrew Carnegie, he hopes to live to see the day when the sun will shine over the re-United States on both sides of the Atlantic. He knows nothing about the rest of the world, notwithstanding the fact that in his young years he produced a thick volume entitled 'The State,' which he plagiarized from Marquardsen's handbook, 'The Public Law of Our Times.' He is an American only in so far as he lives up to that typical American principle, 'What do we care for abroad?' . . . His knowledge of the questions of the day he gets from the weekly edition of the London *Times*."

It is a little odd to find the *Kölnische Zeitung* willing to have anything to do with so deplorable a character, but under the inspiration of Dr. von Kühlmann it does consider the possibility of using the President to bring about a peace discussion. It points to the German successes in the East and thinks that now the Allied statesmen must "come down from their high horses," and proceeds:

> "Our further successes have made the enemy more cautious, and now they are the advocates of a peace which they formerly branded as a German intrigue, while Wilson has put forward the beginnings of a peace program which formally invites us to negotiations.
>
> "We do not believe that Wilson has any honest intentions about it. We take it that he is set on deceiving his own pacifists and that he is anxious to destroy the unity of the Quadruple Alliance.
>
> "But why not try to test him?
>
> "In reply to his peace program we can give him ours. If he and his allies are really serious about negotiations let him come to the conference-table."

Under the obvious inspiration of the Foreign Office in Wilhelmstrasse, the *Kölnische Zeitung* gives us the latest statement of the German war-aims:

> "Our war-aim is our old ideal of August, 1914, altho it has naturally some relation to the war-map which has been created by nearly four years of bitter contest. The relation of states as they existed in 1914 can as little be restored as the clock of the world's history can be put back. The security of our national existence, the protection of our legitimate vital interests in so far as they have been our sole war-aim and object from 1914 up to the present, can not be attained in 1918 by just simply hanging up again the map of 1914."

This mouthpiece of German foreign policy makes it quite clear that Germany has no intention of ever giving up anything that she has grabbed from poor benighted Russia, for it says:

> "Without the leading motive of our policy having been in the least diverted, we need an entire set of new formulas for dealing with the new powers which have come out against us, for dealing with the new neighbors whom we have found in the East, and in relation to the new obligations which we have contracted with our friends and allies.
>
> "If Wilson desires no more secret international relations in the future, if he wants to set a limit on armaments, and hopes for a League of Nations which shall prevent such a war as the present, he is still dealing with fantastic and vague ideas. But the Central Powers have no reason for abruptly rejecting his dreams provided that they conceal no poisonous attempt to place the Central Powers under the heel of an Anglo-American world-hegemony. Such would be obvious if the limitation of armaments applied only to land and not to sea forces."

We then get the old argument about the freedom of the seas, and incidentally the *Kölnische Zeitung* exhibits that abject terror which the prospect of economic retaliation after the war inspires in every German breast. The Germans realize that the Allies control the seas and all the coaling stations of the world. If, after the war, the Entente should decide upon economic retaliation, no German ship could enter any Allied port or secure raw material, and under such circumstances Germany would collapse from inanition:

> "The freedom of the seas has been from the beginning one of the desires of the Central Powers, and has, so far as we know, only met with opposition in England. On this point also difficulties crop up of a most serious kind when in the transition from theory to practise a question of might is to be translated into a question of right. The Quadruple Alliance has never said anything about an economic war after the war, but measures already decided upon in England forge a naked industrial warfare against Germany."

In contrast with their deeds, the German words are sweet and soft as the song of the turtle-dove, and the *Kölnische Zeitung* protests that the gentle German has never, oh, never, had the least idea of annexing anything, and, really, the German colonies ought to be handed back, very much enlarged:

> "State Secretary Dr. Solf explained a short time ago that we regard our colonies as pledges held in the interest of humanity. We still wait to hear from England whether she holds the same view and will, accordingly, give us back our possessions. In Russia such tremendous upheavals have taken place that a new orientation of our neighborly relations to her has become absolutely necessary, and concerning this the enemy states have lost all right to interfere. But they may rest assured that we shall not in our own interests think of annexing races of enemy extraction against their will.
>
> "This holds good for Belgium also. It is a state formation which has altered its position with nearly every great European conflict, and it can not remain unchanged after the present war. We have no intention of letting it become the heel of Achilles in the Germany of the future, but we do not therefore think of compelling it to become part of our Empire. Need we also state that we do not wish to annex northern France, but that in this direction also we only aim at securing for the future reciprocally sound and profitable relations?"

The real gem in this article lies in the tail. We are quite gravely told that the war-aims of Germany are not annexation, but "self-assertion." If we can judge by the precedent of the way that this meek and shrinking people have been "asserting themselves" in Russia during the last few months, then annexation must consist in incorporating into the German Empire one or more of the hitherto unclaimed planets of our solar system. The parting remark of the *Kölnische Zeitung* runs:

> "The original war-aims of Germany are supported by the great mass of the German people. They do not mean a policy of annexation, but simply constitute a form of self-assertion which must be based on the political situation in 1918 if Germany is not to be crusht under the wheels and hopelessly crippled in the future.
>
> "All those who scream in chorus that Germany must at last unveil her plans and name her purposes have now the answer. Who will assert that negotiations can not take place on the basis of this answer? If the enemy mean what they say, peace conferences could begin at once and no more blood need flow."

# WAR-TIME-FOOD-PROBLEMS

*Prepared for THE LITERARY DIGEST by the UNITED STATES FOOD ADMINISTRATION, and especially designed for High School Use*

## III.—SCHOOL, COMMUNITY, AND HOME GARDENS

"THE GREAT SPRING DRIVE" is a picture drawn in these days by more than one artist. Not an army of rifles and bayonets is revealed, but a host of men, women, boys, and girls, armed with plows, hoes, spades, rakes, and cultivators, ready to help defeat the enemy through the aid of the farm, the vacant lot, and the home-garden patch.

**FARMERS' BULLETINS**—This article contains certain fundamental principles of war-garden operation which should be mastered, practised, and amplified by study of the United States Department of Agriculture's special bulletins. (The most generally useful of these is perhaps "The City and Suburban Vegetable Garden, Farmers' Bulletin 936." But for somewhat more extended treatment, consult "The Farm Garden in the North—Farmers' Bulletin 937," or "Home Gardening in the South—Farmers' Bulletin 934," according to the region where you live.)

**PREPARING THE SOIL**—First of all, a garden's soil must be broken up to be in readiness for planting. It should be loosened to a depth of from 8 to 10 inches. Plowing is the best method where that is possible, otherwise vigorous and thorough spading will serve. After the plowing or spading, the soil has to be made fine and smooth for planting, but no garden work after the preliminary ground-breaking requires so much physical exertion.

**THE FERTILIZER**—Sifted coal-ashes and lime are useful in improving soils which have a tendency to be lumpy. And it is almost needless to say—Have the soil as rich as possible. But this year try to accomplish this so far as possible without buying and using commercial fertilizers. In every case use such natural manures as may be at hand, from the horse- or cow-stables, the chicken-yard, or the pigeon-loft. Wood ashes, unlike coal ashes, add definitely to soil value and should be used freely, especially where potatoes are to be grown.

**THE PLANTING SEASON**—When to plant, of course, depends altogether upon what part of the country you are in, and accordingly upon when the killing frosts cease. Each section must know and conform to its own climatic conditions. But for all regions garden crops may be divided as follows, into four groups, showing the relation between the last frosts and the first planting dates:

I. *May be planted some two weeks before the last killing frost:* early cabbage plants from hotbed or indoor-box, radishes, collards, onion sets, early smooth peas, kale, early potatoes, turnips, and mustard.

II. *May be planted about the time of the last killing frost:* beets, parsnips, carrots, lettuce, salsify, spinach, wrinkled peas, cauliflower plants, celery seed, onion seed, parsley, sweet corn, and Chinese cabbage.

III. *Should be planted about two weeks after the last killing frost:* snap-beans, okra, and tomato-plants.

IV. *Must not be planted until the ground is well warmed up (about a month after the last frosts):* lima beans, pepper-plants, eggplant, cucumbers, melons, squash, and sweet potatoes.

Of course, this classification does nor apply strictly to many southern parts of the country where some hardy crops, such as cabbage, are planted successfully in the fall.

In buying vegetable seed, stick to standard varieties of established suitability for your local conditions and the time you wish the crop to mature. Buy no more seed than you actually need, and take care not to waste any in sowing.

**WHAT TO PLANT**—"What shall I plant?" That is an all-important question this year. In answering it, there are two points to bear constantly in mind: *What can your family eat during the summer and what can you store for next winter?* All your plans should hinge about those two tests. This is not the year for home war-gardens to experiment with crops to ship or sell. *It is the time to grow staple vegetables for home use, especially those which contain most nourishment and which are most readily adapted for home storage or canning.*

That being the case, every one ought to be sure to plant beans and potatoes. Beans may be stored dry with great ease. And potatoes are a vegetable which every family growing a garden ought to plant so that they may have their own supply for next fall and winter. *Of all home-garden crops this summer, the potato is most important.* Don't forget that.

**SUCCESSIONS IN PLANTING**—See to it that your garden works all summer long. This can be done by *successions* in planting—that is, putting in a new crop the minute any land is left vacant by the maturing and use of what was on that land. In following an early crop with another, take pains not to put *in that spot* the same vegetable or one of the same family, as insects are more likely to attack it.

The following table will show how some vegetables last through an entire season and how others may be used in successions:

CROPS OCCUPYING THE GROUND ALL THE SEASON

Beans, pole
Beans, pole Lima
Cucumbers
Eggplant
Melons
Okra
Onions, from seed
Parsnips
Pumpkins
Peppers
Potatoes
Irish, main crop
Tomatoes
Squash
Potatoes, sweet

EARLY CROPS WHICH MAY BE FOLLOWED BY OTHERS

Beans, bush
Beets
Cabbage, early
Carrots
Corn, early
Lettuce
Peas
Potatoes, early
Radishes
Spinach
Turnips

LATE CROPS WHICH MAY FOLLOW OTHERS

Beets
Brussels Sprouts
Cabbage, late
Cauliflower
Celery
Corn, sweet
Kale
Peas
Spinach
Turnips

When you plan your garden, try to place the early maturing vegetables together, so as to leave a larger plot of ground for later plantings.

**IMPORTANCE OF CULTIVATION**—Successful gardens and ample crops depend largely upon constant and patient cultivation. The soil near the plants ought to be kept fine and without weeds. Such constant stirring of the earth also tends to keep its moisture. Always cultivate after a rain, but not while the ground is still wet. Some hand-weeding as well as hoeing is usually necessary. There probably has never been a person who really liked weeding. But remember this: the more you keep weeds out—the more you prevent them from getting a start, the easier weeding becomes.

And, finally, in hot, dry weather use every possible means to keep your plants watered.

The advice in this, as in the two preceding articles, is merely in the form of general hints. With them as a basis, you should seek and take the counsel of those who have grown successful small gardens in the past.

*And never forget: Your purpose should not be to grow vegetables to sell or ship, but to provide your family with as much food for this summer and next winter as you can. In that way, just so much more of other foods, less perishable than vegetables, can be sent to the Allies and our soldiers across the sea. And so the army of gardeners can help the armies in khaki.*

### QUESTIONS FOR DISCUSSION

*1. Mention some gardening problems not touched upon in this article. Discuss them.*

*2. Draw a plan on scale showing the planting arrangement of the garden you are to work in. If you have no garden, draw a plan showing how vegetables should be arranged in planting.*

*3. What "successions" are you going to plant this year?*

*4. Have you sent to the United States Department of Agriculture yet for one of the Farmers' Bulletins mentioned in this article?*

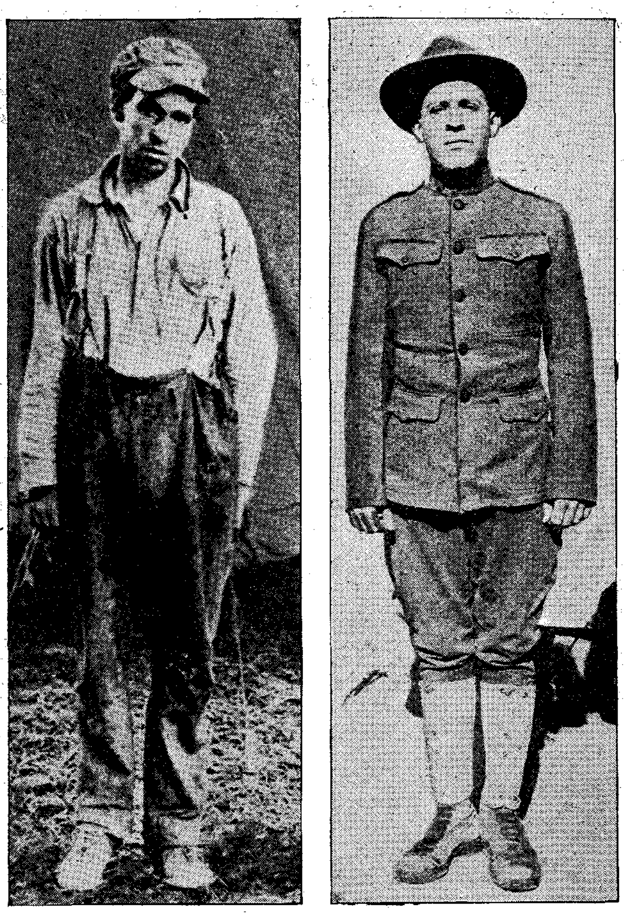
*5. Name several reasons why potatoes are a specially needed crop. How are potatoes stored? How does an abundant potato crop save wheat?*

*6. Why should families grow their own vegetables for summer, and store them for winter use, instead of having them shipped in from other States?*

*7. Write a paper covering the most important points of this and the two preceding articles.*

# RECLAIMING OUR MAN-POWER FOR WAR

THE YOUNG MAN who can not fight in this righteous war because of some slight physical defect may be a bitterly disappointed patriot, or he may be a slacker, glad to hide behind his bodily weaknesses while the flower of the nation bears the burden of the conflict. In either case, it seems to many people to be only fair that he should be made fit to fight, if possible. The War Department has seen the force of this argument, and has adopted Dr. John H. Quayle's plan of physical reclamation, which the Cleveland physician says will restore 90 per cent. of the drafted men unable to pass the physical tests. What this means in increasing the nation's man-power for war may be realized when we recall that only about one drafted man in five is accepted by the examining physicians. Dr. Quayle believes that the new plan adopted by the Surgeon-General's Department will really save the lives of more men than will be lost in the actual fighting. This program and the similar work planned by the National Security League under the direction of Walter Camp, considered in connection with the acknowledged benefit of army-training, lead several newspaper editors to admit that with all its destructiveness this war is going to bring about the improvement of the physical manhood of the nation. As the New York *World* observes:



THE RECRUIT. THE SOLDIER.

ARMY TRAINING DOES THIS FOR A MAN.

And now its benefits are to reach many once rejected as unfit.

> "If the regenerative power of good food, air, and exercise is made fully available to many thousands of men in the second rank of physical fitness, the nation will gain an increment of strength and self-confidence that will be some compensation for the cruel losses of battle. Death for some; for some healing and heightening power—such will prove to be the lottery of war."

Senator Pomerene, of Ohio, has introduced a Man-Reclamation Act in Congress, but pending its enactment the Surgeon-General of the Army has adopted the salient features of the Quayle plan for use in raising the new Draft Army. Local draft-boards can unconditionally reject only cases of advanced disease or hopeless physical disability. Less serious cases are to be referred to a Medical Advisory Board of specialists who, after thorough examination, will decide which men can be made acceptable for first-class military service and which for "special and limited military service" through physical training, "mass psychology," and medical and surgical treatment. Cantonment- and restoration-hospitals will be used in this work. Dr. Quayle expects all these men to benefit wonderfully from the advantages of outdoor life and exercise and of the best talent in medicine and surgery. He declares that 90 per cent. of the men who would have been rejected will be accepted, and ultimately our rejections should not exceed the English percentage, which is said to be "only 4 per cent. of all men examined." In this way, the Cleveland doctor insists, in an article in *Physical Culture Magazine* (New York), the nation will at once secure a greater and stronger army and at the same time save money—

> "It has cost Canada two thousand dollars for every man who has broken down under training.
>
> "It is beyond comprehension why victory on the battle-field and the lives and accomplishments of the strong, healthy, portion of our Army shall be jeopardized by the unfit.
>
> "We can not reduce the standards of requirements of the Army and Navy out of sympathy for the recruit who can not pass, nor can we lower the standards to make more men available, as that would mean an inefficient army, a certain percentage of which would continuously be in the hospitals and greatly increase the work of the Medical Department of the Army as well as the Red Cross—to say nothing of pensions after the war. . . . Why not spend as much money on a man to reclaim his health and preserve his life before the battle, while he still has the punch, as after?"

Dr. Quayle has prepared this table, based on War Department rejection statistics, to show what causes would bar out all but 500,000 of every quarter-million drafted men examined:

| | | | |
|---|---|---|---|
| Blood taint | 260,000 | Constitutional | 34,720 |
| Heart-disease | 156,880 | Varicose veins | 25,100 |
| Ear | 146,000 | Nervous | 24,680 |
| Eyes | 117,140 | General | 23,000 |
| Flat feet | 96,220 | Varicocele | 13,380 |
| Alcoholism | 82,400 | Deficient chest | 12,140 |
| Injuries | 57,720 | Debility | 10,800 |
| Defects of locomotion | 76,980 | Curvature of spine | 10,040 |
| Hernia | 51,140 | Overweight | 8,780 |
| Skin-disease | 48,520 | Hemorrhoids | 6,230 |
| Respiratory system (lungs) | 43,500 | Underweight | 5,860 |
| Teeth | 41,420 | Non-physical causes and not classified | 478,140 |
| Mental | 40,580 | | |

Now many of these diseases and disabilities, Dr. Quayle has explained in a New York *Sun* interview, will readily yield to treatment, including convalescence from slight operations, in from one to six months. In the doctor's opinion:

> "Disabilities from abdominal troubles, defective teeth, varicose veins, and other painful tho by no means dangerous maladies, may be cured in a month, and then a 'reject' will be ready for military drill.

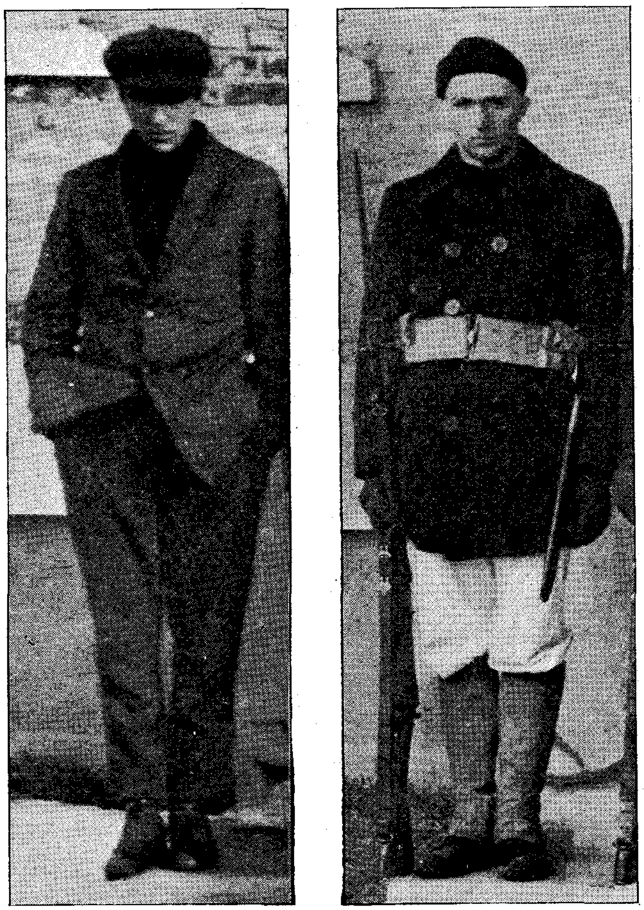
"Heart-disease in the cases of men from twenty-one to thirty-one must be at most merely temporary, and in 90 per cent. of the cases due largely to abuses of tobacco and alcohol. This same percentage would apply to diseases of the eye, the ear, and the nervous system. . . . Alcoholism can be cured if the patient is put under proper discipline.

"Flat feet can be remedied by the use of plaster-casts in extreme cases, by prescribed corrective exercises, and the wearing of proper shoes.

"There are few cases of skin-disease which do not yield to modern treatment.

"Underweight can be counteracted by dieting and by due care to the processes of digestion and assimilation. As overweight is due to overeating in most instances, exercise and diet will overcome that defect also.

"There are cases of a psychic-nervous weakness, a kind of inertia, which can very readily be relieved under discipline and by the influence of 'mass psychology.'"



THE RECRUIT. THE SAILOR.

THE NAVY, TOO, IMPROVES THE RECRUIT'S PHYSIQUE.

In short, as the Cleveland doctor says in another newspaper article:

"The system is simple. Replace bad habits with very good ones; replace body-clogging foods with a simple diet; teach him the value of discipline, and, where necessary, give him remedial surgery or medical treatment combined with proper exercise, fresh air, and a new will-power."

Such criticism of the Quayle plan as has been aroused, both in Congress and in the press, is largely a protest against forcing medical or surgical treatment upon men who do not want it. The Boston *Christian Science Monitor* has compared Dr. Quayle with Torquemada—

"Dr. Quayle believes that compulsory medicine should be enforced by the doctors, supported by the law: Torquemada believed that compulsory conformity should be enforced by the priests, supported by the law. Dr. Quayle insists that every person should be forced, if called upon, to submit to compulsory physical examination: Torquemada insisted that every person should be forced, if called upon, to submit to compulsory religious examination. Dr. Quayle is certain that the body of every recalcitrant should be carried to the hospital, and, if considered advisable, the operating-table: Torquemada was certain that the body of every recalcitrant should be carried to prison, and, if considered advisable, to the torture-chamber. Torquemada was not sure that the victim would emerge alive; neither, it is equally sure, is Dr. Quayle."

This Christian Scientist writer admits that the medical profession may mean well in preparing to "control the health of the people," but tells them that "inasmuch as the health of the people is a mental and not a physical condition," the Church has the prior claim. And he goes on to call attention to "the supreme danger in what Dr. Quayle proposes," when considered in connection with the recent admission at a medical meeting that the profession's hope lies in the Army, that it needs the Army, "for the all-sufficient reason that here was a body of men, under the control of discipline, with, for the time being, no civil rights, which could be experimented on *ad hoc*, with no questions asked, and no complaints permissible."

The Cleveland *News*, one of the host of dailies enthusiastic over the Quayle program, admits that "the reclamation idea includes one feature of possible unpopularity"—

"In addition to providing skilled diagnosis and corrective treatment, as by open-air exercise, for the physically deficient, it contemplates surgical correction of minor defects. This must, of course, be compulsory, since possessors of decayed teeth or diseased tonsils might prefer not to part from their titles to exemption. It is not to be denied that compulsory surgical operations would be far from agreeing with American prejudices.

"Yet the only operations proposed are minor affairs, mere commonplaces of surgery, involving no risk of life. The American people have already abandoned, in the interest of war-efficiency, more important principles of individual liberty than any concerned here. The healthy young American who has taken intelligent care of his body is compelled to submit to inoculation of his blood with the germs of various diseases when he enters his country's service, whether as a conscript or as a volunteer. Then why should inferior young men be protected in their invalidism and indolence by public hesitance to compel them to accept cure of easily curable infirmities?"

And if in war, why not in peace, asks Mr. Charles W. Wood, of the New York *World*, after an interview with Dr. Quayle. As he puts it:

"Why not arrest a man for having tuberculosis and rheumatism, and sentence him to perfect health? No sensible man would let his hogs or horses get sick if he knew any way to prevent it. Why should a sensible community let 80 per cent. of its citizens remain physically below par?"

One aspect of the Quayle plan that appeals to the Portland *Oregonian* is that—

"A vast number of young men now living in cities will be brought to appreciate the benefits of outdoor life. This might easily have the ultimate effect of stimulating the back-to-the-land movement, which all agree is extremely desirable. It would have a good effect upon future food-production and upon the cost of living in the next generation."

**LIFE IN THE DEAD SEA**—The Dead Sea is not so dead as it has been painted, if we are to believe a recent lecturer before the Royal Geographical Society, Dr. W. G. Masterton. He is thus quoted in *The English Mechanic and World of Science* (London, February 8):

"Ancient writers established a myth that the Dead Sea was an abode of death, that its shores were sterile, and that even birds flying over its water were liable to fall dead. All these ideas are now known to be the reverse of the truth. It was true that the waters were so permeated with salt that no animal or vegetable life could flourish in the bulk of its volume, but near the shores, where streams of brackish water found their way into the sea, small fish, crabs, and mosquito larvæ were found, and he had seen fish in the sea. A bottle of water taken from the same spot immediately afterward was proved to contain no less than 33.3 per cent. of solids. In one of the Jericho hotels, before the war, there was a declaration jointly signed the same year by over a dozen tourists that they saw fish actively swimming at the same spot. At many spots along the shore there are cases in which acres of reeds and many trees flourished, and at such spots animal life and bird life was abundant."

## MAN AFTER THE WAR

WHAT EFFECT is this war to have on the race of men and women to be born after it is ended? Will they be weaklings, the offspring of those unfit for military service? Will they be deformed—the children of war's twisted and mutilated derelicts? Will they be prone to disease—the sons and daughters of a remnant exhausted by the maladies of field and camp? Dr. Joseph H. Marcus, of Atlantic City, N. J., writing in *The New York Medical Journal*, bids us dismiss any fears of this kind. The *post-bellum* race, he thinks, will be even as their fathers were before the war. More perfect selection of mothers will balance possible inferiority of the fathers, and as for the hereditary transmission of wounds and deformities, such a thing was long ago proved impossible. Writes Dr. Marcus:

"Those who have been killed were the best by virtue of their physical qualities of energy, endurance, courage, and intrepidity. It is consequently to be apprehended that there will be a larger proportion of certain degenerate, delicate, tainted subjects in the marriage market who, under normal conditions, would with difficulty have found mates, because they have escaped military service or have been relegated to posts entailing no danger. It is to be apprehended, declares Eugène Apert, the physician to the Paris hospitals, that these effete subjects will now play a large part in the perpetuation of the race, and so exert an unfavorable influence on the mental and physical qualities of the future race. It may, it is true, be urged that as the number of women is comparatively larger than before, selection will be more perfect and the women may raise the level of racial qualities in the same proportion as the penury of males would tend to result to debase it. The reasoning is correct and justifies the belief that this war will not be followed by unduly grave consequences from the point of view of the preservation of the race. Many social measures will have to be dealt with by the legislators; doctors will have to play a not less important rôle in the reconstitution of the race when the time comes for us to be consulted as to details.

"More and more the general public experiences the need for consulting the physician on questions concerning fitness for marriage, and already since the beginning of the war opinions have been asked as to whether certain sequelæ of wounds or diseases contracted on service ought to lead one to counsel against marriage with those so affected. However grateful the women may be to the returned heroes, however happy they may be to welcome them with their glorious wounds and their valiant mutilations, it is their duty to think of the future family. We can reassure them that in most instances wounds and mutilations are without any influence on the descendants. Are couples where the husband has been more or less gravely wounded likely to have less robust, less attractive children than normal couples? To this question we can unhesitatingly reply in the negative. . . . . .

"The occasional Chinese women who allow their feet to develop naturally show no trace of the compression to which their mothers and grandmothers submitted throughout their lives. The race of rat-terriers, of which both sexes have the tails and ears clipt, continue to produce pups possest of these appendages."

In fact, the families of men who have contracted wounds or disease in war may be more robust than the children of those who have preserved their health at home:

"If one were to attempt to pass in review all the morbid states from the point of view of suitability for marriage and reproduction, it would open up a wide field in the science of eugenics. We need only remark in passing that the fact of the disease having been contracted on the tented field has no bearing on the attitude of the doctor toward it from the point under consideration. The only remark to be made is that, most certainly, disease contracted by normally robust individuals of a healthy stock as the result of fortuitous strain is less to be feared from the point of view of heredity than the same diseases supervening in the absence of any obvious cause and due solely to the hereditary or congenitally defective constitution. This is not merely a theoretical conception; it has been established by many experiments carried out in laboratories of animal or vegetable genetics, which show that the proportion of well-constituted subjects depends far more on the good general condition of the strain to which the parents belong than to the particular state of the health of the latter. In short, should a debilitated subject crop up in an otherwise robust family or if the subject becomes infirm consequent upon faulty conditions of existence, he is nevertheless capable of engendering offspring which share in the general robustness of the family. There is consequently less to be feared from the point of view of the descendants from a subject who is a weakling as the result of privations undergone in the war than from one belonging to an unhealthy family.

"To sum up, the facts are on the whole reassuring. Gravely as the young male population has been depleted in this war, we may anticipate that the quality of the race will not be injuriously or permanently affected. If the legislative enactments now under consideration are drastic enough to prove effectual from the point of view of quantity, the losses of our Allies will be made good. It would of course be impious to recall Napoleon's remark that 'a night in Paris will make up for it.' Years will be required, not to speak of a changed mentality. But already the change is taking place, not only in Parliament, but throughout the nations; the need for fresh habits of life is being felt, and even fashion lends its aid by encouraging women in the direction of motherhood. As in previous years, England and France managed to make good their losses, so we may safely predict that after the present war the population will heal its wounds even more rapidly since these will be treated with that sovereign balm—Victory."

## MAKING THE AUTOS PAY FOR THE ROADS

SOME NOVEL FEATURES will mark the five-thousand-mile highway system proposed for the State of Illinois. Conspicuous among them are the plan to build the roads especially for motor traffic and the proposal that the automobilists shall pay principal and interest of the sixty millions expended. This is to be done by adjusting the license charges to that end. A contributor to *Engineering and Contracting* (Chicago) notes that road-building has been financed in the past, first by personal labor with the alternative of a poll-tax, and later by a tax on adjoining property. This latter plan, he says, was quite satisfactory as long as the property-owners who paid the highway taxes obtained the major benefit from the roads which these taxes made possible. But:

"The growth of automobile traffic has injected an entirely new element into the situation, not only because of the creation of a large body of highway-users who are not owners of real property, and who therefore have not contributed in proper proportion to the cost of constructing the highways, but also because the use of the improved highways has become very largely a matter of recreation rather than of business. . . . . .

"With due regard to the efforts which have been made along this line by the State of Maine, it has remained for the State of Illinois to present the first comprehensive scheme of highway construction based on a complete abandonment of the old methods of financing highway construction (the poll-tax and the property-tax) and to propose a new adjustment of the burden of construction and maintenance costs, the distribution of this burden being made through a graduated license fee collected from all motor-vehicle users. Of course, the automobile license is nothing new. But the use of licenses as a means of collecting the entire cost both of constructing and maintaining a large highway system is new and deserves the careful consideration and the thoughtful study of all who are interested in highway development. . . . . .

"Under present-day conditions, a State highway system is, above everything else, a vast recreation system. Future development may change this aspect of the matter more or less. The truck may be developed to a point where it will convert State systems into freight-traffic routes. However, this contingency is fully covered by the provisions for making truck-owners pay liberal license charges. . . . . .

"In passing it should be noted that Illinois, very wisely, proposes to retain the old system of property taxation as a means of raising funds in excess of those raised by the poll-tax, in so far as the old system applies to the smaller governmental units. Moreover, a portion of the motor-vehicle license money may be used as State aid on local roads, tho the proportion is relatively small, as, in justice, it should be, for the local roads differ from the roads on the State system in that they are largely built to meet the demands of business instead of the demands of pleasure-seekers."

## CANDY FOR THE SOLDIERS

A "DRIVE" TO SUPPLY our soldier-boys with candy is urged upon druggists by *The Druggists' Circular* (New York, March). The poor fellows in camp are suffering for sugar, it appears. It is good for them, and why should they not have it? Add to this the pertinent facts that druggists sell candy, that they "need the money," and that trade is a little dull at this time of year, and we have all the elements of a successful "campaign," with the usual orators, posters, committees, and all the rest of the paraphernalia. *The Circular* does not go quite as far as this, but it does recommend druggists to push candy-sales by urging customers to send to their sons, brothers, and sweethearts in the camps that portion of sweetmeats for which they are longing. Some of the *Circular's* article is suggestive to the thoughtful. Says the writer of it, W. B. Stoddard:

"About this time of year there is apt to be a slump in the candy sales and consumption of sweetmeats. The expenses of the candy department continue the same, however, and the efficient druggist does not calmly sit down and wait until people are ready to buy, but starts out to arouse their interest in his candy lines.

"One of the best levers to use at this time is 'Candy for the Soldiers.' Our boys in camp and at the front are always in need of sweets, and this fact should be put before the public immediately. One of the big chain stores in New York City has the right idea, and a sample of its newspaper advertising may give other druggists an idea for a little newspaper publicity of their own. It was a timely advertisement intended to attract instant attention.

> SEND SWEETS TO THE BOYS
>
> Beans, hard-tack, and coffee—long regarded as the essential diet of the real soldier—finds small place in the camp-fare of to-day.
>
> Miss Ruth Harrington, in *Leslie's*, after making an exhaustive canvass of a number of the camps, says: "Meat, with white bread, is served twice a day in the training-camps. Where green vegetables can be obtained they are served, otherwise a good variety of canned goods. Coffee is served at breakfast, and milk, tea, or cocoa at the other meals. What the soldier lacks most is sweets."
>
> If you are sending him a box, be sure to put in Blank's candy. Milk chocolate is also one of the things which soldiers crave.
>
> SEND HIM SOME CANDY TO-DAY

"Every one is interested in 'Uncle Sam's' boys and the conditions under which they live, and practically every one will read a short sketch of their rations, such as the above, and having read it, they can not fail to be imprest with the desirability of sending candy. Another advertisement recently issued by the same firm sought to divert public attention from sugar candy to molasses candy during the present shortage of sugar, and was decidedly catchy in tone.

"Of course, snappy window-displays should be used to back up the newspaper advertising, and an excellent window to complement such an advertisement as that of molasses taffy was recently installed by a Brooklyn store. . . . . . .

"This firm also furnished an excellent display to go hand in hand with the advertisement regarding candy for soldiers, making a special feature of their 'Yankee Doodle' package. . . . Candy and cigars can very often be effectively combined in a single window, particularly when gifts for soldiers are featured. . . . . . .

"It should be kept constantly imprest upon the minds of prospective buyers that the two extremes, the monotony of camp life and the strenuousness of the fighting, demand that both smokes and sweets be constantly in the possession of the soldiers—without waiting for any particular holiday season. Anything that will make it easier for patrons to send packages should be taken advantage of by the druggist, such as the offer to wrap and mail the packets, and even to insure them against loss in transit—which latter may be done for the small sum of five cents. And if the dealer will work along the two lines suggested above—the advertising of non-sugar confections, and the appeal to the soldier trade—there should be little complaint of a dull candy season."

## HANDLING COAL AS A FLUID

A NEW METHOD of burning powdered coal, in which the coal is piped to the furnace under pressure, precisely as if it were a flowing liquid, is described in *The Iron Age* (New York, February 28). A finely pulverized substance, when perfectly dry, approximates a fluid in its behavior, and will flow, to a degree, under pressure. In the Pittsburg steel-works where the new system has been put into operation, the powdered coal flows through 1,500 feet of four-inch pipe, under a pressure of forty pounds to the square inch. The flow is so rapid that four tons have been put through a 500-foot line in five minutes. In order to flow thus rapidly, the powdered coal has to be made so dry that only 1 per cent. of moisture remains in it. Of course, furnaces burning coal-powder are no new thing, but in the old systems screw-conveyers or air-blasts are used. Says the authority named above, in substance:

"The plant is noteworthy for the distances which the powdered fuel has to be carried, for the large-size furnaces supplied, and for the type of controller or feeder which delivers as needed from bins at the furnaces the amount of coal required for the conditions. It is noteworthy that the transport-lines through which the powdered coal is brought are four inches in diameter throughout the plant, and this fact is emphasized as one of the economies as against the screw-conveyers in the one kind of plant and large cross-section air-mains in other general types of plants. . . . The equipment has replaced natural gas, and it has been operating with marked success throughout the recent severely cold weather.

"The conveying scheme is an application of the fact that the powdered fuel when thoroughly dry acts as a fluid, and thus allows for installing piping of long lengths at any necessary tilt or angle. The powdered coal collected in tanks at the pulverizing station is subjected to air-pressure in the upper part of the tanks and the coal as needed is forced from the bottom of the tank through the coal-delivery or transport-pipes. The coal is pulverized to pass 95 per cent. through a 100-mesh sieve and 85 per cent. through 200 meshes.

"The pulverized coal is removed from each mill by an exhauster or motor-driven fan, which, running at a constant speed, lifts by means of a partial vacuum all coal particles of sufficient fineness, and so automatically maintains a uniform fineness of product. The dust is carried up by pipe-lines to cyclone separators and deposited into an eight-ton storage bin, the air released from the coal returning to the pulverizers.

"To introduce the powdered fuel into the air-transport system proper, two blowing tanks, each of a capacity of five tons per charge, are located beneath the eight-ton storage bin. Each is set on a scale, provided with indicating dial, tare beam, etc., by which the operator can tell exactly how much coal is in the tank at any time. The mechanically operated gate at the bottom of the bin is joined to the blowing tanks by means of spouts and flexible leather or canvas joint to permit of the movement involved in weighing.

Compress air is supplied by a motor-driven air compressor. Each blowing pipe is connected to a separate circuit, and delivers the coal to any furnace located on that line.

"By signals the operator in the coal-milling plant is notified to deliver coal to whatever air-transport line may be indicated. This is done simply by opening the cock on the transport-line just above the tank. Upon receipt of signal from a hopper filler, who may be at any furnace in the mill, he opens the comprest-air valve above the coal in the blowing tank, and the air, acting as a plunger, drives the coal in a stream to the hopper.

"The furnace temperature is regulated by the amount of coal passed into the burner through the shutter controller and by the quantity of air. . . . Less excess air is required in burning powdered coal, it is found, than with almost any other fuel, powdered coal taking from no excess up to 30 per cent., as compared with 90 per cent. to 125 per cent. with hand-fired coal. This low per cent. of excess air is said to account in a large measure for the soft heats and great economy."

The steel made in such a furnace is said to be "softer" than that treated in natural-gas furnaces; and it is reported that the formation of scale on the billets is at a minimum, so that there is more penetrating heat. For this reason the hot billets are able to resist the formation of "cold spots," and an easier-working billet is thereby secured.

# LETTERS - AND - ART

## BOOKS WANTED OVER THERE

THE READING CAPACITY of the soldiers evidently grows by what it feeds on. One hundred thousand volumes a month is General Pershing's estimate of what is needed for our fighting men. So the drive which we have just come through is only the start of a stream that must be kept flowing. We have given suggestions before, but this subject is evidently one that needs frequent iteration. The American Library Association have undertaken the collection and expedition of the books given by the public to our soldiers in camp and on duty in France. Willingness to aid is doubtless to be found almost anywhere; but the question of what kind of books to offer must give anxious thought to many. When you remember that the National Army is made up of all classes you may be confident that the Army holds men of tastes similar to you, and your books will find an appreciative reader somewhere. Dr. Rossiter Johnson, a well-known American man of letters, offers in a note to the New York *Times* the half of his entire library—"practically all of it that would be of use to soldiers in camp"—and he thinks there must be others of like mind. The American Library Association, as the Boston *Transcript* states, is "directing the purchase of the more serious volumes, text-books, and other much-needed technical and military writings, but it depends on the public for the supply of lighter material—books of adventure, biography, history, poetry, travel, and good fiction." An article in a recent number of *The Westminster Gazette* (London), written by "An Army Officer," gives a curious light on the books the British readers have found most desirable. Incidentally here is suggested for the benefit of novelists of to-day a new school of critics that may be likely to break some already established reputations, while they make other less secure ones:

Copyrighted by the International Film Service, New York.

BOOK-COLLECTING ON THE NEW YORK LIBRARY STEPS.

With a background of the white marble palace of books, the soldier of Mr. C. B. Fall's poster appeals for still more to add to the pile he carries. Thousands have been given, thousands more are needed.

"That which has most influence in determining literature out here is the fact that you are face to face daily and hourly with realities. Here at least you can get a real estimate of the true value of any work of fiction.

"Each mind, provided it be such a one as to appreciate various mental attitudes, must gain such judgment as to be able to sum up and weigh in the balance the imaginary situation of a novel and pronounce sentence on its worth as a copy of the real thing.

"In ordinary times the mind is unaccustomed to sudden and alarming situations, and when it comes face to face with anything out of the ordinary it must naturally be moved, and form a decision which due consideration would probably alter.

"Now, the actual difference between the imaginary and the real is not of such a vast dimension as one might at first suppose. The real difference lies in the mind—in the thinking—as Shakespeare says: 'There is nothing either good or bad, but thinking makes it so'; one might also suggest that there is nothing real or imaginary except thinking makes it so.

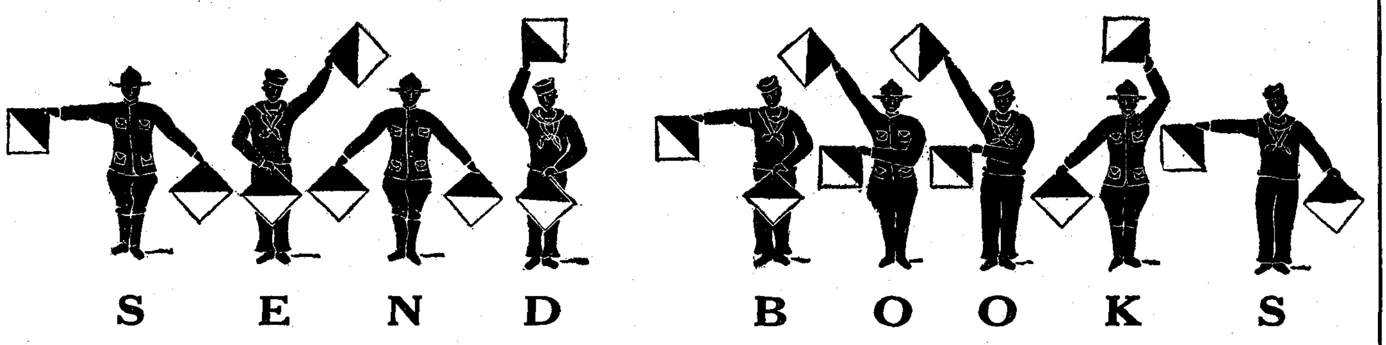
"To take a concrete example: There is such a vast difference between being blown over by a shell and not being shelled at all, and yet the outward difference is only a small hole in the ground. The physical side of life counts for so little, it is the mental anxieties which are the trouble, and more than half the terror of the shell is the frightening effect it has on the mind.

"Now in Shakespeare there is very little description of the scenes, and still less of the characters, and yet what poet makes his figures more alive? The secret of his genius lies in the fact that we know what they are thinking, and, in knowing this, we can create for ourselves that which is a more potent influence than anything else over the mind—an atmosphere.

"The front is full of different atmospheres. Going round the trenches on a quiet night may not really be very dangerous, and yet the whole atmosphere is charged with imaginary terrors—and it takes such small things to create atmospheres at the front. Lofty ambitions and high ideals do not influence the soldier—it is small matters like dry socks that really count—and how often has a cup of hot coffee changed the atmosphere of a muddy dug-out to something very near comfort.

"The two authors who seem to conjure up atmospheres most easily are Shakespeare and Jane Austen.

"Of the former it is, of course, unnecessary to speak; of the



IS YOUR LIBRARY OVERSTOCKED? THEN SHARE WITH THE SOLDIER.

Or, as Sir James Barrie recently urged the British nation, make a place of honor of the spot on the shelf where the book stood.

latter it may not be so obvious how powerful are her simple pages.

"I think it was Macaulay who said of her work, 'The greatest author since Shakespeare,' and altho, of course, such approbation was absurd, yet in her subtle power of getting her readers to see what she saw and to think as her characters thought, without obviously striving after that object, she approaches the pedestal state of Jefferies's reveries—with people instead of nature; and who denies Jefferies's power of creating atmospheres?

"Among those that do read 'seriously' out here there is nearly always in their traveling library a work either of Shakespeare or Jane Austen, and the reason for their popularity is not far to seek.

"Every one knows some Shakespeare, and most of us were made to learn large portions by heart at school, so that the stories are all familiar, and we are able to enjoy the text without bothering to follow the plot, and we can take it up at odd moments and read disjointed parts. Furthermore, it always brings recollections of plays and actors at home, and so adds further interest—also there can scarcely be any one so lacking in conceit as not to enjoy reading what he once knew by heart.

"Now for Miss Austen. Perhaps with her it is some indefinable atmosphere which pervades all her works, caused by the period in which she wrote, which proves akin to the present time.

"But she has other characteristics which attract the soldier—the greatest, perhaps, is the complete absence of anything to do with military life or any of its phases. Her tales are so delightfully simple, and yet such a tremendous fuss about nothing, which surely is akin to the soldier's love of fuss about a button or a bootlace.

"Very little happens in the stories, and yet we are made to feel that the whole world depends on *Sir Thomas Bertram's* return and his opinion of theatricals.'

"Here also we see a resemblance to the extraordinary moment given in the soldier's career to some trifling incident which, if he were in civilian clothes, he would not even comment upon. The soldier's life begins and ends within the barrack walls, and Jane Austen's characters similarly know nothing beyond the precincts of the park gates.

"So much for Shakespeare and Jane Austen."

Playgoers will recall a recent instance of the dramatic use of the soldier's concern over trifles. In the hospital scene of Hartley Manner's play "Out There" a Scots soldier about to be discharged thought he had lost his "bonnet," and the air rang with his laments until the missing head-piece was found. The writer ends up by saying, "But by far exceeding all other literature is the reading of the newspapers and magazines." Upon which point *The Democrat and Chronicle* (Rochester) comments:

"If this is true of the British soldier, we may be sure that it is equally true of the American, for he is three thousand miles from home and in a land where even the language is strange to him. Home newspapers and magazines, under such circumstances, must have a value far above that of books.

"There may be a question about the kind of book that a particular soldier will enjoy, but there can be no question about the avidity with which he will seize upon an American newspaper or magazine, tho in the latter case the word 'magazine' should not be understood as including flashy publications containing only erotic fiction."

## SCHUBERT AND SCHUMANN SAVED TO US

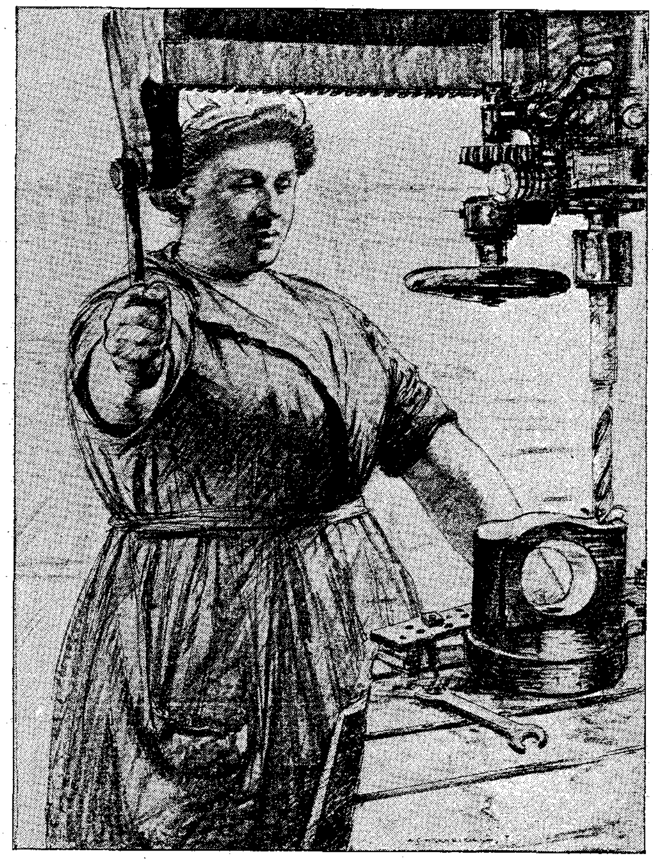
GERMAN MUSIC has pretty nearly disappeared from our concert programs. Many recitals have been given the past season of both instrumental and vocal music with emphasis elsewhere than on the schools that formerly predominated. What another season may bring forth we have only the experience of our Allies to hint. *The Saturday Review* (London) notes that to most British people in the present state of feeling "the very sound of German speech and accent are so obnoxious that it causes an involuntary shudder." It is said to "seem to suggest dreadful things; and the law of suggestion is not easily resisted." In the street or drawing-room one can move away from the sound, but in the concert-room one escapes it "at the cost of a great pleasure—that of listening to beautiful music which one loves to hear well sung." The plea made here is that the songs of Schubert, Schumann, and Brahms be sung to English words. Purists, of course, will protest, but if their argument has a suspicious tang of the propaganda of the enemy they have only to be reminded that these songs "are no more indissolubly allied to the language that gave them birth than is Shakespeare to the original text when performed in Berlin." The *Saturday Review* writer goes on:

"The right plan in the former case, as in the latter, must obviously be to use the best translation that can be had and present these familiar gems through the medium of the tongue that is 'understanded of the people.' It possesses, here at least, the double advantage of getting rid of the objectionable Teutonic *timbre*, and revealing the meaning of the poem to the otherwise blissfully ignorant listener. Vocalists are beginning to see this.

"Being under the impression that the practise ought to be commended, for the sake both of sensitive ears and 'uncultured' minds unacquainted as yet with Goethe or Heine, I was rather disappointed the other day when I came across the following sentence in a notice in the 'leading journal' of a recital given by Miss Carrie Tubb: 'It seemed a pity that Miss Tubb should have chosen to sing her Schubert and Brahms to English words, but she may have felt happier in so doing.' No doubt she did; and the vast majority of her audience were unquestionably just as happy on that account as herself. But why 'a pity'? Are these glorious *Lieder* less inspired or less inspiring when divorced from their original text? Or will it be seriously contended that they ought to be boycotted, unless we are willing to pay the penalty of listening to the mellifluous cadences of the German language, sung, moreover, by British or American singers? Neither argument will hold water for a moment. The pity, rather, is that anything should be said to discourage the use of our own language, as far as it can possibly be employed, in the concert-room almost as much as in the opera-house—for the better training of the musical public, to appeal to their intelligence, to improve their taste through mental grasp as well as mere sensuous enjoyment. We clamor for better translations of operatic libretti and foreign songs; we demand a clearer articulation, a purer pronunciation of words, so that all who listen may comprehend. These things may be slow in coming, but they are indubitably on their way, and meanwhile no single chance should be lost of fostering a national love for the musical beauties, of whatever origin, which they can and do convey."

# PICTURES OF ENGLAND'S WAR-WORK

AN EFFECTIVE ANSWER was made by Mrs. Humphry Ward in her book, "England's Effort," to the frequent question inspired by those inclined to be critical, if not openly inimical. Her many-sided answer dealing with England's war-efforts now has pictorial enforcement in an exhibition that will make its rounds in this country. It consists of the work of some of the most famous of British draftsmen, and these lithographs, lately having their first showing in New York, "express the spirit of the times in England as it has been exprest in no other way." Mr. James Walter Smith, who writes of these pictures in the Boston *Transcript*, thinks they "will do a power of good in checking the scoffing of the ignorant or the rancorous gibes of the malevolent." The artists who have produced this work were told that the Government wanted a pictorial record of England during war-time, and each artist was chosen because of his known ability to do his subject well. We read:



Courtesy of the British Pictorial Service.

A BRITISH WOMAN OF TO-DAY.

Whether A. S. Hartrick, the artist here sampled, shows women plowing, or on the railways, or on the omnibuses, or in the munition-factories, they are the "real thing."

"It is doubtful if any one who has not seen the exhibition can have any approximately complete and intelligent understanding of what England is really doing in war-time, so informing and so full of surprizes is the collection as a whole. The range of subjects covered by the artists is exceedingly wide, and, grouped as they are, leaves upon the viewer a singularly effective impression of unity. There is hardly a phase of English life at the present moment, as we know of it from the newspapers or photographs, which is not described. And so admirably is each picture done, so earnest is each illustrator in his aim to touch the very heart of that life, that one's admiration is unbounded. If this be propaganda, one says, let us have more of it. For, unlike a lot of other propaganda, it bears on its face and body the very mark of truth.

"Some of the artists represented in this exhibition are well known to American art lovers. Among these are Brangwyn, Muirhead Bone, Nicholson, and Rothenstein. Others, like Hartrick, Shepperson, Kennington, and Pears are not so well known. But this little matter of neglect—let us call it—on the part of our art lovers will probably be put right by the exhibition itself. One name, at least, among those of the 'unknowns' is almost certain to gain some deserved glory as a result of the 'show.' I refer to that of A. Standish Hartrick, whose illustrations of 'women's work' during the war are a really compelling feature of the exhibition."

Some of these draftsmen are already introduced to our readers. Brangwyn and Muirhead Bone have appeared in the illustrations of our pages. Eric Kennington is a newer name, but he is known to the "Tommy":

"With a sure hand and with a pleasing sympathy for 'Tommy,' whether in training or in the trenches, Kennington shows the British soldier at 'bayonet-practise,' as 'fully trained and ready for service,' and 'in the front-line trench for the first time.' 'Tommy' is also shown in a 'gas-mask,' 'over the top,' and 'bringing in prisoners.' As for the Brangwyns, they are a delight to all who love Brangwyn's powerful and incisive line, and a double delight in that one of the pictures at least reveals the artist in a mood little known, I think, to his admirers. I refer to the lithograph entitled 'Youthful Ambition.' This represents an urchin of the cockney 'cut' standing at the end of a dock and gazing dreamily at a misty battle-ship in the offing. Personally, until I saw this picture, I did not realize that Brangwyn could do a picture like this, so soft in treatment, so imaginative in idea, so technically fine in its suggestion of haze. But there it is, for all to see—especially those more intelligent than myself. The other five in Brangwyn's set of six show 'plum-duff' in circulation, a 'boat-drill,' 'the look-out,' and 'the gun.' Of these the latter two are full of wonderful energy, and bring the spectator 'plump up' against the realities of the vigil which is so silently but powerfully being performed by the British Fleet in the German Ocean. One can not look at these Brangwyns without feeling that England is certainly 'doing something' in that part at least.

"With the series called 'Making Guns,' by George Clausen, R.A., and 'Building Ships,' by Muirhead Bone, we are plunged into the vortex of industrial activity. Some of these subjects are known to us through Pennell's handling of them and some of the Bones here on exhibition have already been admired by those who saw them in London. But if the subjects or the individual sketches are known to a few, this does not lessen the appeal of Clausen's big guns and hammers and cranes, or of Bone's marvelous ship-building pictures, with their graceful and tenuous lines. He shows 'the building of the ship' almost better than Longfellow did."

History will turn to Hartrick's series of pictures to see how and when a new impulse entered the industrial life of the nation and who furnished the motive power:

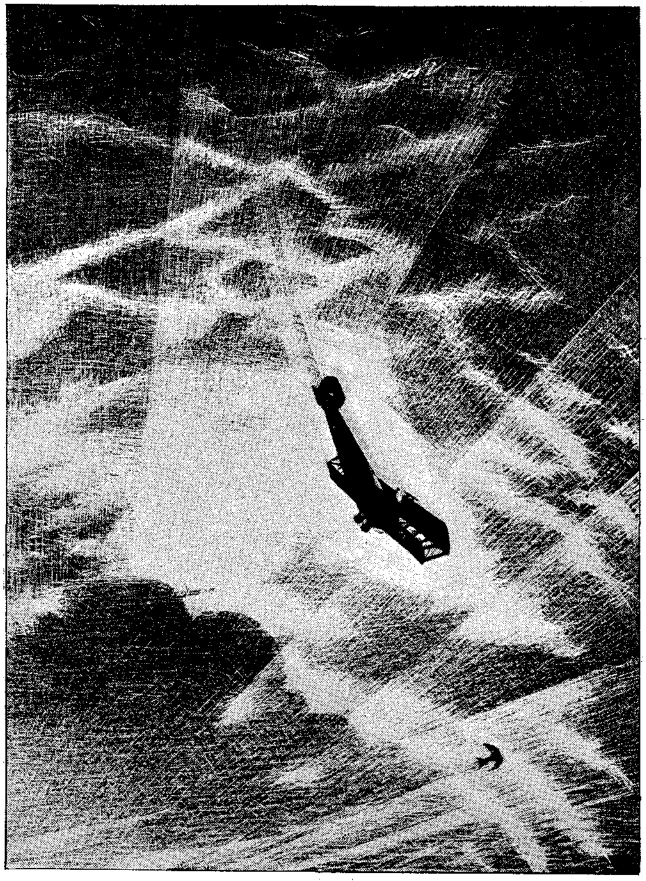
"This set is a sheer delight—principally because the pictures show Hartrick at his very best as an interpreter of people and scenes as they actually are, and because of his expert draftsmanship. Hartrick can idealize like others when he wants to, but when he draws real life he draws it, and puts on no 'frills.' In other words, he doesn't deceive. 'The greatest work of a great artist is imbued with the very spirit of the artist's time. It is the spirit of the artist's time that vitalizes the artist's work.' That is the standard which Hartrick raised for himself many years ago, and which in the present pictures is so ably and sincerely upheld. Whether he shows women plowing, or on the railways, or on the omnibuses, or in the munition-factories, they are the 'real thing,' even to their walk, their lack of good looks, their very leanness or fleshiness. And all are animated with interest and pleasure in their labors. . . . . . .

"In Claude Shepperson's series, 'Tending the Wounded,' one finds again the delights of soft and delicate womanship. Shepperson's style and pictures are little known to Americans, but this artist is 'coming on' with great strides, and his development should be watched. Here in this series he depicts the wounded in all phases of their post-trench careers, except, happily, that of death. We see the wounded soldiers in hospitals in France, on the hospital-transport, detraining in England ('back to "Blighty,"') in hospital in England, and convalescent. The whole set of six lithographs supplies a fine record of England's activities in caring tenderly for her own, and also affords an opportunity for gaging the powers of one of London's ablest young draftsmen at their best.

"The liberal-mindedness of those authorities who selected the artists for this particular labor of representing British activities during the war is proved by the appearance of a 'cubist' in the show. And why not? Yet, when you come to think of it, a cubist should be the last person in the world from whom one would expect truthfulness to life. That able representative of the modernest of movements, Mr. C. R. W. Nevinson, has, however, performed an unexpected (perhaps sensational) feat in making cubism quite understandable to a lay mind. It may be that air-ships and roofs of houses and sparks from acetylene welding-machines lend themselves better to cubistic treatment and clarity than some other things, but however that may be, the fact remains that Mr. Nevinson's picture of a British air-ship 'Swooping on a *Taube*' and his 'acetylene welder' are really interesting and impressive."

## KAISERIZING PUBLIC SCHOOLS

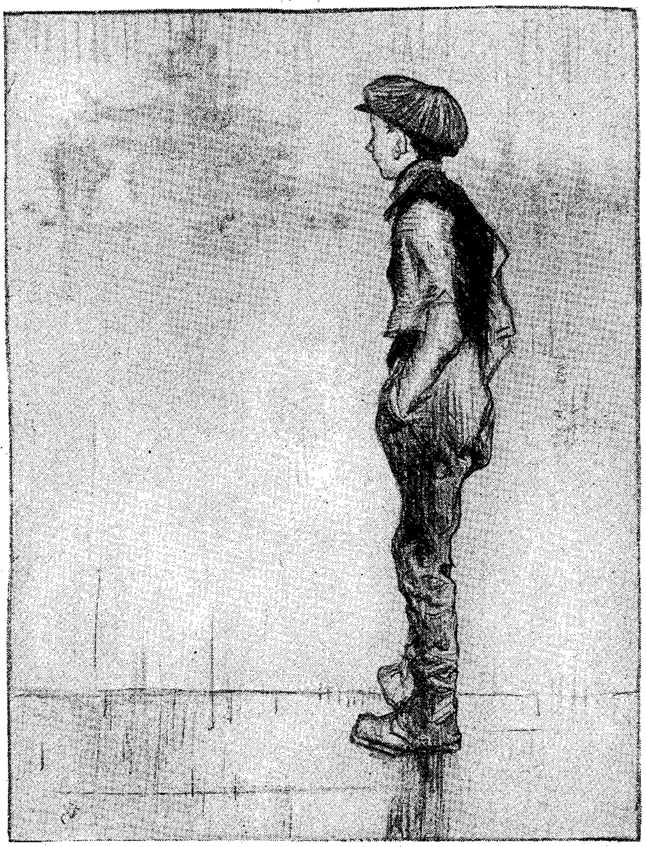
FOR WAYS THAT ARE DARK and for tricks that are vain Bret Harte has commended us to the heathen Chinee, but time has shown that these things are not so "peculiar" to him, as the poem asserts. Vain at least should be the ways of the German inhabitants of the neighborhood of Bessie, in Oklahoma, who take advantage of the easy-going habits of the other people there to wrest the public-school property to their own personal uses. In a little publication called *Harlow's Weekly* (Oklahoma City), a journal of comment and current events for Oklahoma, we are told that "the law provides that public schools shall be conducted in the English language, and those interested in the conduct of German schools do not oppose the law." Moreover, the courses of study prescribed for public schools contemplate a school term of nine months. But "in communities where German citizens form a considerable part of the population, these German citizens successfully oppose a school term of more than five months," and "when the five-months' term has expired the Germans take charge of the building and conduct a German school for six months." The editor of *Harlow's* observes:



Courtesy of the British Pictorial Service.

WHERE CUBISM IS JUSTIFIED.

Pictures drawn by the air-machine and the search-light on the blanket of night are perfect cubistically, and the artist has only to copy, such as C. R. W. Nevinson has done here.



Courtesy of British Pictorial Service.

"YOUTHFUL AMBITION."

An urchin of the cockney "cut" standing at the end of a dock gazing at a misty battle-ship. Thus Frank Brangwyn here hints at the soul of England and her sea-love.

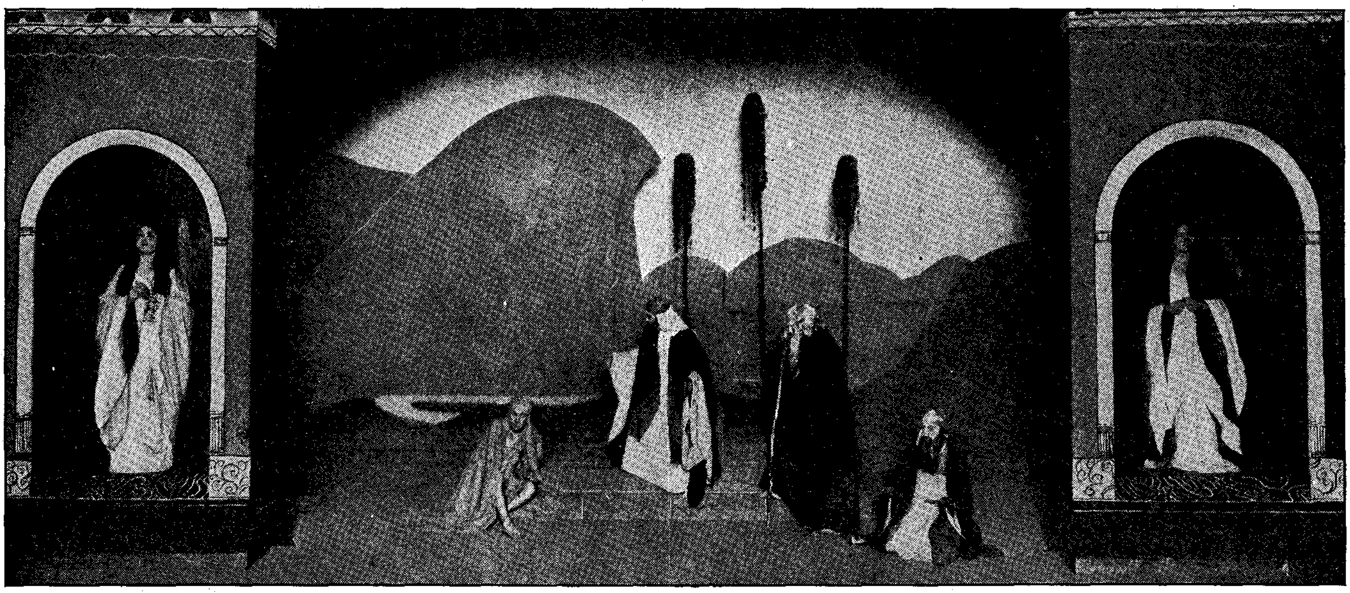
"To the average citizen it is amazing that under existing conditions an effort is being made to substitute a foreign language in a public-school district in Oklahoma. Such an effort on the part of Americans would not be countenanced in a country at war with America, and the fact that the effort in Oklahoma meets with only remonstrances is indicative of our easy-going disposition.

"There is no law compelling districts to conduct a nine months' term of public school, and there is no law prohibiting foreign elements from conducting private schools, in non-English languages. The use of the public-school building and supplies is only incidental. If deprived of the use of the building and supplies, the German citizens doubtless could easily obtain another building and other supplies, at their own expense. A serious element of the situation is the depriving of English-speaking pupils of the full nine-months' school-term. Among the 'war-measures' that will come up for consideration in the next legislature, doubtless will be a measure intended to prevent the subtle substitution of a foreign-language school for the customary English-language school."

Attorney-General Freeling has exprest the view that "these parties have no right to use the public-school buildings for a private school," and he has suggested that the matter be presented to the county attorney with the request that he bring injunction proceedings. He adds:

"Of course a public school of this State must use and teach the English language, and in my opinion the compulsory school law can not be defeated by the substitution of a private school where the English language is not taught. A school so far as the State is concerned is not a school unless the language of the people of the State, to wit, the English language, is taught. As stated above, these people have no right to use the public-school building for a private German school, and the matter should be at once presented to the county attorney."

# RELIGION-AND-SOCIAL-SERVICE



JOB WITH HIS COMFORTERS NEAR A VILLAGE IN THE LAND OF UZ.

The scene is flanked by two figures, who serve as "Narrators," taking up the story, not presented in dialog, and carrying it on by recital.

## JOB ON THE STAGE

JOB NOT DRAMATIZED, but produced as drama, is one of the novelties of the season that has brought artistic success. The transference of this poetic book to the stage of a modern theater proves how inherently dramatic the work itself is, and how much more impressive it becomes when "unimproved" by the attentions of a modern playwright. The performances given in a series of matinées at the Booth Theater, New York, under Mr. Stuart Walker's direction, show themselves "in a high degree artistic, intelligent, and illuminating." Feeling this, Mr. J. Ranken Towse, of the New York *Evening Post*, expresses the wonder that no one had thought of making the experiment before. It is recognized that "the undertaking required some courage and much insight," but an initial advantage accrues to the producer from the fact that "the work itself, wholly apart from any question of religious significance, is one of extraordinary interest." In brief characterization:

"It is of great antiquity, offers a striking story, with a group of strongly individualized personages, deals subtly and boldly with speculations of vital consequence to all mankind, and in diction and imagery is magnificent. The problems of its origin, date, and authorship have supplied material for endless discussion by the most learned commentators. Parts of it have been ascribed by noted Hebrew authorities to Moses. Some of the modern critics assign it to a much later period. The text itself, with its traces of Aramaic, Chaldean, and Arabic influences, is a most fruitful source of argument. Some of the Hebrew phrases employed are said to be so old and obscure that it is impossible to be sure of their exact meaning. One notable fact concerning it is that from first to last it contains no reference whatever to the Mosaic dispensation. Conditions to which it refers appear to have been purely patriarchal, while, at the same time, it is full of suggestions of advanced thought and civilization. It introduces a Satan on visiting terms with the Almighty, speaks of angels who are mistrusted by their Lord, and expresses faith in a Redeemer and immortality for man. Specific in names, place, and minor details, with an affectation of indisputable historicity, it furnishes no clue—except in its language—to its supposed time, and thus propounds a literary puzzle which, apparently, is no nearer to solution now than ever. The allusions to it in the prophets, and the parallel passages existing in it and the Book of Psalms, only increase the difficulty. From almost every point of view it is a fascinating document as well as a monumental poem."

Its dramatic elements are "mainly those of spiritual and intellectual conflict." Visible action is supplied "by means of adroit and artistic changes of grouping, which are never allowed to become fidgety or aggressive." Modern theatrical machinery made it possible to show "the culminating interposition of the Divine Voice." Mr. Towse's fuller description of the presentation shows an accomplishment that will doubtless have its imitators:

"The stage-setting, supposed to show a scene outside a village in the land of Uz, was purely arbitrary, but sufficiently oriental in color and atmosphere. In the center was a raised platform, with steps, on and around which *Job* and his interlocutors were grouped. On either side the proscenium was a niche occupied by the richly draped figures of the Narrators, who recited the passages forming the prolog and the epilog to the drama proper. When they were not speaking they were shrouded in darkness, the lights, admirably varied to suit the temper and progress of the dialog, being concentrated on the central figures. The text used, and given pretty nearly in its entirety, was that of the authorized version, and the delivery of it, thus continuously, was probably a revelation, to many of those who had never read it for its own sake, of its philosophic content and its dramatic and human value.

"Of the story itself it surely would be superfluous to say anything here. It is only necessary to speak of the performance, which, if it left something to be desired, was, upon the whole, unexpectedly excellent, studious, sympathetic, reverent, human, and forcible. The weak points, upon which there is no disposition to insist, were, as might have been expected, those of elocution. The text, it must be remembered, is some of the simplest, tersest, purest, and grandest English ever penned, and it can not be pretended that it was uttered with all the dignity and pregnancy inherent in it. But, as a rule, it was spoken with clarity, comprehension, and point, and, in the important case of *Job*, with most grateful variety of sentiment, pathos, passion, and emphasis. This study of George Gaul is worthy of almost unstinted commendation. It was eloquent of the perfect sincerity of a man, crusht, indeed, by a sense of unmerited and inexplicable misery, longing for death, despairing and hopeless, but resolute in the defense of his integrity and against the sophistries of the comforters who would demonstrate his guilt. It was a histrionic and intellectual achievement of a high order, full of passion, wretchedness, scorn, and protest, and rising, at the moment of final defiance, to a pitch of tragic intensity. Henry Buckler, too, did very well as the pharisaic *Eliphaz*, preserving a consistent individuality, and showing a clear sense of the shifting course of the main argument. The *Bildad* of Henry Buckler and the *Zophar* of Edgar Stehl were fairly adequate but less satisfactory. Walter Hampden (the *Manson* of 'The Servant in the House') was a dignified figure as *Elihu* and read his verses with excellent sonority and emphasis, but with a certain lack of animation. Some of the very best reading was done by the first Narrator. . . . The performance, as a whole, always fulfilled and sometimes surpassed all reasonable expectation. Perfect realization, in material form, of a theme carried upon such lofty flights of the imagination, was unattainable. The mere avoidance of failure in a task so exacting is akin to a triumph, and with so much Mr. Walker and his associates must in common justice be credited. For once a great literary, imaginative work reached the stage, and was treated worthily."

## RUSSIA'S NEW GODS

RADICALISM IN RUSSIA has not yet assumed an anti-religious phase. The revolutionary program "shrewdly" let the Church alone, says Dr. William T. Ellis, one of the keenest observers of changes in religious life, who deals in the Boston *Transcript* with the Transformation of Religion in Russia. So far as the dominant forces are concerned, radicalism itself is becoming the recognized religion. As a significant confirmation of this to any one who knows Russia, Dr. Ellis, writing from Petrograd, points to the fact that the funerals of the Bolshevik victims of the recent fighting in Petrograd were conducted without religious service. While as yet "there is no considerable outspoken anti-Christian propaganda," "one looks in vain in the churches, with their diminished congregations, for Red Guards or other radical leaders." We read:

"In truth, the men at the top of the Bolshevik party are in good part Russian Jews, returned from America and other foreign lands, who are veteran social agitators and who long ago got far beyond religion. They are of the group who talk against religion in open-air meetings in Madison Square. The pious and orthodox Jews in Russia call these men infidels. The tie of their historic faith has been broken. The Bolshevik leaders do not care for Zionism. They do not care for their fellow Jews. Up to the present they seem powerless to do anything practical to stem the growing Russian tide of anti-Jewish feeling which has been created by the speculation in foodstuffs. Asked for a definition of their faith, the radicals in Russia would say that their religion is humanity.

"Nor is there anybody left to lift the Church's voice except in anathema. The high officials of the Orthodox Church seem to be ecclesiastics rather than prophets. They, like the great body of 'papas,' or parish priests, who follow them, are silent on the social struggle that is the one supreme factor in the life of Russia to-day. They are neither strongly for the new régime, nor yet may they be depended upon for a counter-revolution. In fact, Russian ecclesiastics have sought their bomb-proof cellars. They are lying low, in the hope that the storm will pass, and they await the return of the prerevolutionary status of the Church—which means that they will die waiting, unless they change their minds. So far as I am aware, no church leader has given any sign that he senses the real significance of what has happened in Russia within the past twelve months.

"The Russians are rapidly accepting Socialism as a religion. Even the mystic Muscovites are so engrossed in problems of a new earth that they have temporarily lost their ancient gleam of a new heaven. They are aflame with the spirit of zeal for revolution. The only revivalists in the land are radicals. The political propagandists are the preachers of power. Twelve months ago Russia was a nation more closely allied to the Church than any other country; to-day Russia, as a nation, may be said to be seeking the new gods of radicalism."

With the issue between Socialism and Christianity squarely joined, no one can doubt, says this observer, that the fire lighted here will be carried far.

"The question is fairly raised, whether it is possible for a radical conception of a new social order to supplant the historic Christian teaching of the kingdom of heaven. May the good time coming, which the Old Testament prophets and Jesus himself continually talked about, be brought in by Russian radicals who spurn as superstition and reaction the teaching of Christianity?

"Millions of men think so. They say the Church has been hopelessly and forever left behind. They have discarded the doctrines that once engrossed them. Heaven has been abolished in favor of a more heavenly earth. Revolution means more to them than religious revival. There exists a fundamental antagonism between Bolshevikism and ecclesiasticism. Eminent leaders of the Church are utterly opposed to the new political leaders, and the sentiment is heartily reciprocated. There is no cooperation for a common social or national goal."

## VICTORY OVER AN IMMEMORIAL BENT

THE MOST PATHETIC THING about the sorrows of the Man of Sorrows, thinks the editor of *The Continent* (Chicago), is this: "He trod the wine-press alone." The world is going through greater trials than ever it was subjected to; but no one is asked to go alone. This fact also presents to the observer one of the greatest miracles of modern times. The world is really cheerful and "people are worrying less to-day than for an age before." A "Don't Worry Club," such as used to be organized over nothing, would now seem "a grotesque joke." The real cure for worry, it seems to this writer, "is to have something hit you that's worth worrying over." The past winter is not yet forgotten:

"Not a person living to-day in any civilized land is beyond danger of starvation. A few years ago it was stated as a truism that modern agriculture had rendered famine impossible anywhere in Europe and America at least. Nobody is saying that now.

"Likewise, through all the present winter only a small proportion of people have had reliable assurance of getting from week to week enough fuel to warm homes and cook food.

"In fact, quite apart from the supply of food and fuel, comparatively few families can feel secure against such failure or insufficiency of income as may soon subject them to severe privations. Already most homes have surrendered many comforts.

"Above all else, there hang over unnumbered millions of households portents that threaten the direst of sorrows whenever the big guns boom on the battle-front.

"And with those whose minds dwell on the larger affairs of humanity—the world's politics, education, and religion—optimism can not possibly be strenuous enough to shut out of view a dozen kinds of red-hot ruin that may flow from this war.

"Assuredly there is plenty to worry over.

"And yet—veritably it is a human miracle!—nobody worries.

"This is not because men are insensitive to the discomforts of their current situation or blind to dangers ahead. The truth is instead that the generality of men are more alive than ever to the seriousness of conditions that daily twist tighter the pinch of difficulty and hardship.

"But facing all these things, and quite conscious of their sinister meaning, humanity braces itself with a serene courage and quietly vows to take what comes without whining—regardless of cost.

"The simple platitude practical philosophers have preached for ages without visible effect—that worrying beforehand neither postpones an apprehended evil nor makes it easier to bear when it does befall—has at last been taken into common calculations.

"In the economical spirit of the times folks are honestly undertaking to eliminate the waste of attention and energy that worry diverts from work.

"Accepting thus in advance the worst that can happen, folks find nothing that any longer looks unendurable. The habit grows on men of spending their imagination not in trying to picture how awful a disaster may be, but in framing to themselves a forecast of the alleviations and comforts which will enable them to bear it."

The exaltation wrought by an inspiring ideal is pointed to as one of the biggest factors in "this wonderful victory over an immemorial bent." We read:

"No man is going to worry much over what he is losing or about to lose (even tho life itself is at stake) if his soul is centered on getting some great thing done—and he can see it almost accomplished.

"Nobody is troubled over parting with his money if in exchange he is getting something that he wants more than dollars. Exactly so, any kind of spiritual or material sacrifice counts naught to the typical human if something big, fine, and enduring is to be obtained thereby.

"Sacrifice pains only when, either because men can not see clearly or because there really is no good to be gained, the sacrifice appears useless.

"But in this crisis everybody sees that if the nation gives, endures, and suffers all that's asked of it, the gain will be a world made safe again for the just, the generous, the innocent, the weak.

"For that sake true-hearted men and women bind themselves by their own will not to flinch or complain at any requirement or any consequence."

The brotherhood of misfortune is again one of the effective salves for "the rub and abrasion of anxiety on the soul":

"That is why sickness seems in a hospital less a curse. It is likewise a big reason why people to-day are putting up cheerfully with inconveniences they would have railed against in mighty wrath a year ago, accepting restrictions in food and fuel that would at any time heretofore have driven them to rebellion, and thinking with entire calmness of eventualities in want and wo that lately would have cast them into fits of terror.

"To go hungry, to go shabby, to pay exhausting taxes, to send loved ones into mortal danger!—if the whole mass of the people have to stand it, then one would be ashamed to be the weakling that first whimpered. And where everybody is unwilling to be the first to show the white feather, there will be obviously no white feather shown.

"Always there is the saving thought: 'What others can bear I can bear, too.' And while that thought ties men together, their combined strength carries giant loads without breaking.

"So God intended. He made the race to bear burdens in common, to sacrifice lesser things for greater, and to live above worry.

"And may mankind not forget, when peace comes again, the lessons they are learning now!"

## THE MILLION AND A HALF AT THE CHURCH-DOOR

YOUNG MEN ARE MORE READY than any other class of people to accept Christ when the offer is made simply, virilely, unapologetically, and without ecclesiastical slants and theological camouflage. That is the statement of Rev. Ira Landrith after a three-weeks' tour of the cantonments, "all the way from Camp Upton on Long Island to Kelly Field and Camp Travis in Texas, and back through Ellington Field, Camp Logan, Camp MacArthur, and Camp Bowie to Fort Sill in Oklahoma." The audiences, he says in *The Christian Advocate* (New York), "ranged in character from city slum to millionaire row, from regulars to raw recruits, from Italians to native Anglo-Saxons, from white men to black men, from 25 per cent. illiterate to 100 per cent. collegians, and included naturally both commissioned officers and enlisted men." The prayers of a generation that young men would come to church have been answered in the million and a half who are "at the church's very altar-stairs, stairs which in this instance are architecturally a little crude, but none the less real because the stairway happens to be called Y. M. C. A. Hut." Some things not altogether churchly are also provided for the hours of relaxation in camp, but their relative values do not seem to becloud the intelligence of the boys. This writer declares:

"Oh, yes, I saw the men and women and enterprises that are set to substitute mere merriment for character-making. I heard of the misguided preacher who had coached another minister to 'tell jokes; don't explain the plan of salvation. These men do not need that. Aren't they consecrated enough when they offer their lives for their country?' I watched while a good woman of middle age chaperoned on a Sunday morning a company of young girls, flirtatious and funny—oh, so funny!—while with Hawaiian instrumental accompaniment they sang of mooning and spooning and crooning on the lawn and 'over there.' But those fine young soldiers didn't care for it, didn't want it. They, at least, did not forget that it was a church-service on a Sunday morning. I saw great amusement-tents empty and religious services so crowded that all the men stood because two could stand where one would sit—stood till the building would hold no more, and then gathered in the blizzard weather outside the window to catch such words as they could of 'just a gospel sermon.'

"True, I went to talk temperance and prohibition. But you can not talk temperance without showing how sobriety leads to salvation, both personally and civically. All true prohibition roads lead to the foot of the Cross. Essentially the destruction of the saloon is evangelistic, and total abstinence is a means of thoughtfulness and, consequently, of self-surrender to the Lord Jesus Christ. How easily and naturally the Committee on Temperance Activities can work with the Young Men's Christian Association, and, conversely, how, as if it had been so ordained of God, the Army Young Men's Christian Association cooperated with us! Everywhere there was absolute unity and nowhere was there a hint of what should be said or omitted, all falsehoods about the 'secular character of the Army Young Men's Christian Association' to the contrary notwithstanding. Was it sectarian sin that was responsible for the slander, I wonder, that I have heard whispered here and there, that the Young Men's Christian Association secretaries do not want evangelistic messages in the 'huts'? Anyway it is a cruel slander.

"Which is another way of saying that the Army Young Men's Christian Association verily came to the Kingdom for such a time as this. Marvelously, too, it is doing the work. It sells stamps and gives out stationery, truly, and because the superficial onlooker saw nothing deeper he went away and hissed, 'Commercial!' 'Routine!' 'Secular!' I saw eminent preachers selling postage-stamps to soldiers. I heard of one who said, after a too brief experience of it, that he believed he would go home and send his sexton to take his place! The next day he was called to the hospital to help a dying man find the Great Physician; and thereafter, through interviews and confidences, and the counsel young men sought at his hands, all because he had been kind to them at the stamp-window, he came to realize that the ministrations of the secretary to the temporal wants of these young men were but so many gateways to eternal service of them. 'My sexton can run the home church; I'll stay on this job,' is his present attitude. Physicians have left their patients and come hither to heal men's souls. A railway passenger-agent in one of the camps I visited is routing men over the line that leads to life eternal. A multimillionaire is sweeping floors in a Young Men's Christian Association building to help him 'get next' the young fellow from the guard-house whose punishment involves the same menial service."

These young men, enjoins the writer, haven't the time before they enter the trenches, even if they had the inclination, which they haven't, to listen to the differences between a theological six and a doctrinal half-dozen. There are room and work for all the Churches if it is done "in perfect accord with the young Men's Christian Association in spirit and method."

"'Can not one of my denomination's ministers preach in every one of the "huts" at least once a month?' plaintively pleaded an employed sectarian army-camp superintendent, who wanted to prove that he had earned his salary. 'Oftener than that, if he has a real message that the men need; never, if he is coming to preach his divisive doctrines,' promptly replied the wise religious work secretary, who had found it easy enough to get preachers and hard beyond computation to get sermons and addresses that help men. The illustration, which is typical of myriads, suggests some of the difficulties, some of the embarrassments under which the Association, suddenly called to the front in the war for Christ, and feeling its way and trying hard to find the right way, must constantly labor. Let us help it find its way—not interpose barrages of jealousy and ecclesiastical self-glorification. A good deal of the too-slow progress of the Kingdom is due to the necessity for diplomacy among the sects, a careful balancing of the rights of this Church and the courtesies due to that one; but it would be criminal should there be anything sacrificed now to this sort of mere ecclesiastical courtesy while souls are being lost."

# AMERICANS! ANSWER, WITH ALL GOD HAS GIVEN YOU!

AMERICANS! What does it mean to you—this anniversary of our entering the Great War?

What does it mean to *you*—the President's call to the Nation to fight for its honor, for its rights, and for the rights and freedom of humanity? When he said, "there may be many months of fiery trial and sacrifice ahead of us"—when he said, "to such a task we can dedicate *our lives and our fortunes*, everything we are and everything we have," how did his words come home to you? Now, after a year, at this serious crisis of the war, do they burn their way to the heart with a meaning more real, with a more imperative challenge?

Stern, terrible facts are driving us to action. The fury and cruel cunning of the enemy are unquenched. Russia is under his heel, bedeviled and plundered. Roumania has been crusht and forced to surrender. Fresh hordes of Huns are being hurled against the Western fronts. The greatest battle of the war is raging. The lust of conquest and world-dominion is growing, as it feeds itself with first one helpless victim and then another. New plots are ready, and new agents of devilish propaganda are being sent into France, and Britain, and Italy, and America to destroy them from within as Russia was destroyed. We MUST win, or our fate will be as Russia's. We MUST win, or our high professions of service to humanity will be a mockery to the name of America through the ages to come.

America is awakening; its heart is on fire; it has revealed its soul to a world that did not know it before and now is dazzled by the sight. A deathless purpose to *win this war* is gripping the American people. The Third Liberty Loan will test this purpose—will give it expression—*this month.*

Already the young men of America have "dedicated their lives," and have gone to meet their "fiery trial and sacrifice" on the battle-line in France. Hundreds of thousands of our own boys are now facing the cruel foe. Into the trenches, filled with mud and blood; into the clouds of poison-gas and the streams of liquid-fire, into the iron hail, and the whirlwind of destruction, they have gone with shining eyes and shouts of defiance, to fight for us, and for a world of brothers. They'll drive the enemy back—WITH OUR HELP.

Now the sternest summons of duty, the holiest call of patriotism, comes to us for immediate answer. We must not, we can not, evade it. What are we at home going to do, this year, *this month*, to match the heroism and sacrifice of our boys in France? How are we, safe and snug at home, going to "dedicate our *fortunes*—everything that we have," to this supreme task, as we are called, now, to subscribe the Third Liberty Loan? We are expecting to read of American heroism in battle, of the invincible strength and courage of our armies as they meet the foe. But heroism and strength, and sacrifice in battle are not enough. They, alone, can never win the war. While we are looking eagerly to our armies, *they are looking eagerly to us.* They are *expecting us to do our part* with as complete devotion and sacrifice as they are doing theirs. If we at home fail our armies on the battle-line, they will—THEY MUST—fail us, and be swept away in defeat and disaster. This Third Liberty Loan means not the mere *preparation* of our armies, but *their preservation on the battle-line*, their very lives, and the victory they MUST HAVE if America and the whole cause of freedom are to escape unspeakable ruin.

Day by day we shall scan with throbbing hearts the casualty lists cabled from the American Army in the field. *The length of that casualty list depends on us.* Every one of us is responsible. This Third Liberty Loan is to *keep that casualty list down.* Every Liberty Bond you buy this month is *a life-saver sent by you* to the boys in FRANCE.

This Loan must not fail; it must not even drag. Quick, eager oversubscription is our only possible action. Buying a few Liberty Bonds with money that can easily be spared will not *now* be enough. We must go deeper and lend until it hurts. We must square the shoulders, brace the back, grit the teeth, and *lift* until it strains every nerve and muscle. Every man's *money* must burn as hotly with love of country as does the fire in some men's *blood.* The Nathan Hales of to-day will go into the banks and the safety-deposit rooms and count their money and securities with eager, jealous thought of what they can do of heroic service, and then will exclaim, "I only regret that I have but one *fortune* to give for my country." *Then* "this nation, under God, will have a new birth of freedom." *Then* will our armies be invincible and victorious. *Then* will this war end with the triumph of justice and human liberty, and peace will come to stay forever.

Now we must buy Liberty Bonds. Now, with our own boys fighting in the trenches, we must support them to the utmost with our cash and our credit. What good will our money be to us if we allow them to lose? What shall our bank account, or our income, or our borrowing ability profit us if the Huns set their heels on our shores and fasten their clutches in our throats, as *they have boasted they will do?*

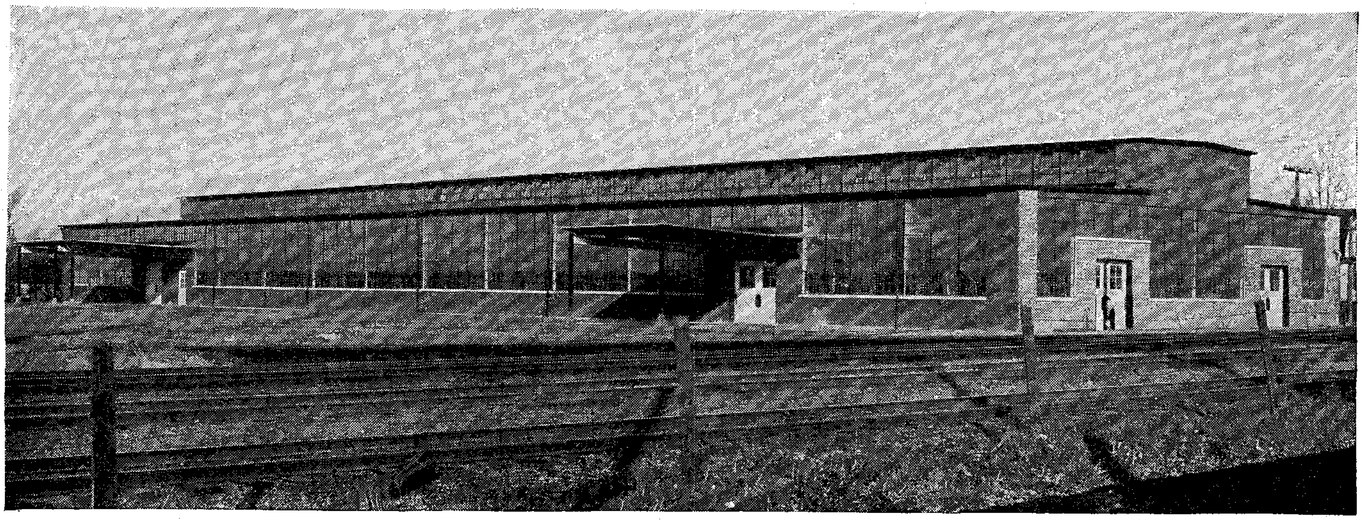
The best time to protect our free land and our homes is *now*, while we can. The best time to support our own armies, and our allies, with ships, and food, and ammunition, and reënforcements is *now*, when they will mean victory. Miracles of mobilization, equipment, transportation, and supplies for our own armies and help for our Allies have been wrought by means of the First and Second Liberty Loans. But the greatest needs, the most imperative, must now be met by this Third Liberty Loan. More and more urgent, the appeals are coming to us from "over there." A few days ago, this message was flashed across the ocean from one of the high military authorities of France:

> "It is not enough that your soldiers are fighting and shedding their blood at our side; not enough that you are moving splendidly with your limitless resources in men and material. You must do better still. *YOU MUST COME WITH ALL YOUR MIGHT AND SPEED.*
>
> "Think of yourselves as under *an immediate, terrible, and personal menace, as if a barbarous, cruel invasion were coming to occupy your land as it has already devastated ours.* That is what it means, and you will not be doing your utmost until you see and feel it in those precise terms."

Make no mistake; just such a terrible and cruel invasion, with all its barbarity and destruction, actually threatens us if we do not insure the victory of our armies in France. Plans are ready and waiting, and insolent threats have been made again and again by the Kaiser and his Prussians. They need the wealth of America to pay their own huge war costs, and they will seize it if we do not prevent them. *Billions for our armies and our allies, but not a dollar for the Hun!* Refusal, neglect, insufficient effort, to subscribe now for the Third Liberty Loan will be an invitation to the Hun to ravish and loot American cities and homes.

President Wilson spoke straight to each one of us when he said, "The supreme test of the nation has come." Subscription, to the point of sacrifice, for the Third Liberty Loan is "a public duty, a dictate of patriotism, which *no one can now expect ever to be excused or forgiven for ignoring.*"

THE LITERARY DIGEST has no message of its own so serious, so vital, on this war anniversary, to put before its millions of American readers as this call of the nation's supreme need for patriotism and unselfish service in the purchase of Liberty Bonds. Now is the time to feel the red blood of manhood and womanhood beating hot in our veins with a single compelling purpose, a single mastering love, a spirit of sacrifice, that gives all to America. Heroes at home must stand behind the heroes in France to win this war.



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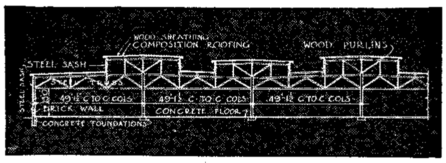
Interior view of the Robert H. Hassler, Inc., Building illustrated above



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# AUSTIN STANDARD FACTORY-BUILDINGS

# CURRENT - POETRY

THE first burst of spring, the new green, sends one's thoughts flying over the sea to that supremely "green isle in the West," where the grass is as the emeralds and the "little folks" do not hide themselves. Why the Irish peasant can live upon easy familiarity with the fairies John McClure tells us in his "Airs and Ballads" (Knopf, New York), from which we take this poem:

### THE CELTS

By John McClure

We are the gray dreamers
With nets of moonlight
That always go a-hunting
About the fall o' night,

That softly go a-hunting
In quest of strange birds
With a thin net of moonlight,
A gray net of words,

That steal through dim forests
By dark Lethe streams
With pale snare of moonshine
And gray bait of dreams,

Until we catch the prize catch,
The queer bird we get,
The dreamy, fluttering Soul o' the World
Caught in a silver net.

The "Wee Folk" do all sorts of work that we never see and at night they make boots for the hens. The story is told in Francis Carlin's "My Ireland" (Henry Holt, New York):

### THE BOOTED HENS

By Francis Carlin

In secret places strange and wild
E'en to the wonder of a child,
The Wee Folk cobble little boots
For birds that scratch the lusmore's roots.

And every night the Leprahaun,
Must finish ere the Streak of Dawn
A pair of boots for every hen
That scratches on the graves of men.

Now Katty Shields in Kilnagrude
One morning went to feed her brood,
And, finding all the hens arrayed
In boots, she cursed the cobbler's trade.

And since that morning long ago
She is always out at heel and toe,
In a pair of brogues the like of which
Might well be found behind a ditch.

For she had cursed the Leprahaun
Who finishes before the dawn
A pair of boots for every hen
That scratches on the graves of men.

In his "Songs of the Celtic Past" (John Lane, New York), Norreys Jephson O'Conor gives us some charming stories translated from the ancient Irish into verse, but he does not disdain "more modern melodies." Here is one of them:

### IN THE MOONLIGHT

By Norreys Jephson O'Conor

The Fairies dance the livelong night
Across the moonlit hill;
The moonbeams dance along the lake;
The western wind is still.
The waters make a little sound
More sweet than music far—
Oh, let me fly across the world
To where the Fairies are!

Spring in Ireland moves the poet to this rhapsody:

### IN MAY

By Norreys Jephson O'Conor

In May the Irish air is sweet
With odor from the hawthorn spray,
And birds each other blithely greet,
In May.

Night holds but momentary sway,
Then vanishes with flying feet
Before the swift approach of Day.

Stags bellow and the proud rams bleat
The shining salmon leaps in play,
While happy lovers often meet,
In May.

Here we have the poet in his more ancient manner, throwing himself back in time to the gray monasteries of the days of Columba and Colman:

### THE MONK PAUSES IN HIS LABOR

By Norreys Jephson O'Conor

Follow, follow,
O swift-wing'd swallow,
The springtide call to a new delight.

River-rover,
Leap up and over
The rocks, O salmon silver-bright!

In the garden close
Is the new-blown rose,
And the blossom white on the hawthorn tree;

Wild birds are singing;
The breeze is bringing
The keen, clean smell of the wind-swept sea,

Where the roving Dane
Will launch again
His well-mann'd ships for the Irish shore.

Yet a Danish sail
Is of no avail
'Gainst the kilted kerns in the battle roar,

When a host of men
From hill and glen
Sweeps down with the strength of a curling wave;

A flash of spears,
And women's tears
Are all that's left for the fallen brave.

But the din of war,
Though loud, is far
From the peaceful toil of a monkish cell,

The open book
In the garden nook
By the great gray house where the brothers dwell.

Swallow, swallow,
Could I but follow
The springtide call to a new delight,

Like the river-rover,
I'd up and over
Across the wall, where the land is bright!

Here is another picture of ancient Ireland from "Irish Lyrics" (J. P. Kenedy, New York):

### THE VIKINGS

By James B. Dollard

Their long ships, hungry for the sportive wave,
Lay on the beach; and so they left their fields.
And ringed them with a thousand brazen shields,
Then sought the Orkney coasts where wild seas rave
And tempests roar o'er many a Norseman's grave!
Thence down on Britain's fertile shores they swept,
Where goodly towns and shires their prowess wept,
While golden spoils they took, and trappings brave.

Raid after raid on England's strands they made
And Ireland's plains; but soon the reckoning came.
When Brian in his tent at Clontarf prayed,
And his brave army, like a searing flame,
Smote them and hurled them from fair Erin's shore
And whelmed their raven flag forevermore!

There is a tragic interest in the "Collected Works" of Padraic H. Pearse (Stokes, New York)—the dreamer who died for his dream—and very Irish are the verses of this son of an English father. There is a prophetic note in

### I HAVE NOT GARNERED GOLD

By Padraic H. Pearse

I have not garnered gold;
The fame I found hath perished;
In love I got but grief
That withered my life.

Of riches or of store
I shall not leave behind me
(Yet I deem it, O God, sufficient)
But my name in the heart of a child.

One would almost think that this poignant poem was inspired by the war, so eloquently does it depict the feeling of a mother's heart in these days of storm and stress.

### THE MOTHER

By Padraic H. Pearse

I do not grudge them: Lord, I do not grudge
My two strong sons that I have seen go out
To break their strength and die, they and a few,
In bloody protest for a glorious thing,
They shall be spoken of among their people,
The generations shall remember them,
And call them blessed;
But I will speak their names to my own heart
In the long nights;
The little names that were familiar once
Round my dead hearth.
Lord, thou art hard on mothers:
We suffer in their coming and their going;
And tho I grudge them not, I weary, weary
Of the long sorrow—and yet I have my joy:
My sons were faithful, and they fought.

Here is an example of Pearse's work on the newest of Neo-Celtic lines:

### I AM IRELAND

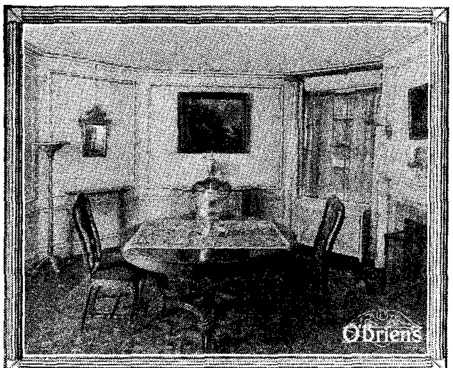
By Padraic H. Pearse

I am Ireland:
I am older than the Old Woman of Beare.

Great my glory:
I that bore Cuchulainn the valiant.

Great my shame:
My own children that sold their mother.

I am Ireland:
I am lonelier than the Old Woman of Beare.



*If you have studied the problem of redecorating that room* you have already decided that the only thing to do to make it *satisfactory* is to use *flat color.*

Panel it perhaps; but use over it all a very quiet neutral shade. Ivory? Light Gray? Cream? Or, any other in harmony with your furnishings.

Then your next question is *what material.* Water colors are beautiful because they are flat, but they are also extremely perishable. LIQUID VELVET combines the beauty of water colors with the durability of enamel.

Liquid Velvet shades—there are twenty-four and white—were selected by a great color artist with careful discrimination, and are absolutely pleasing.

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30 DAYS HOME TRIAL

## OUR FIRST YEAR IN THE WAR

(*Continued from page 26*)

Very interesting, very efficient organizations are these bakery companies. Their portable equipment can be put up or taken down anywhere in the time required for the ordinary infantry command to pack its impedimenta and their schemes for insuring, regardless of the weather, the necessary temperature in their work quarters are as simple as they are ingenious. Without having resource to so much as an extra stove, they have been known to keep their mixing tents at a temperature of 85 degrees when the thermometer outside was registering 10 below. One of them will provide daily bread enough for 30,000 men. It is good bread, too.

Through its schools for cooks and bakers and its mess officers in the cantonments the Subsistence Division has accomplished much in the work of food-conservation. In a single cantonment, by rigid checking of waste it reduced the bread-consumption by three tons per day. It did this, too, without denying a single man the privilege of eating all the bread he desired. It used the sharp bread-knife to make the slices thin and cut into the waste, not into the meal. It kept the bread out of the garbage-can, not out of the soldier.

The American soldier continues to be the "best-fed" soldier in the world. It is hoped he may also be recognized as the least wasteful soldier. His Uncle Samuel will see that he has plenty to eat—even if he demands the serving of his Thanksgiving dinner in Berlin.

As to clothing our fighting men, we have what is known as the fundamental allowance, which specifies for each man: Two blankets, two breeches, one coat, three pairs of drawers, one pair of leggings, one pair of gloves, one overcoat, two pairs of shoes, two shirts, and five pairs of socks; one blanket each five months, more or less as needed; one pair of breeches each three months, more or less as needed; one coat each six months, more or less as needed; one pair of drawers each two months, more or less as needed. This, with the original equipment required for new recruits, "keeps the mare going."

Next to the clothing of our Army ranks in importance the housing, and official records show that in three months the Cantonment Division of the Quartermaster Corps built sixteen cantonments. What this work involves may be judged from the fact that each cantonment is practically a city of 47,000 men—which is slightly more than the population of Topeka—and contains about 1,400 separate buildings. In all for the National Army 22,000 particular buildings of many types were erected in the sixteen cantonments, the total construction of which cost about $136,000,000 and the profit of the various contractors is averaged at 2.98 per cent. For lighting purposes in the 2,200 cantonment buildings about 33,000 electric lamps have been supplied. In each cantonment buildings include quarters for officers, for men, kitchens, mess-halls, bath-houses, and storehouses. In a word, the aim was to supply every demand of a big camp and to have "the best-arranged, cleanest, and most up-to-date barracks yet erected."

### GUARDING THE HEALTH OF OUR MEN

To meet all demands for medical care in our Army it is to be noted that since war began the Surgeon-General's office has expanded tenfold and with no disjointing of its efficiency of operation. In peace times we boasted about seven or eight Army hospitals. Now we have about sixty-three, of which slightly more than half are base hospitals with 1,000 beds and some of these will shortly double their capacity. The inspection of food at posts and cantonments to improve mess conditions, insure economy, and suit the Army ration to the varying diet required by different climatic conditions is only one of the many tasks of the Department of the Surgeon-General. Everything touching the hygiene of troops is supervised, we are told, "from mosquito prevention, drainage, ventilation, and the control of epidemic diseases to the collation and coordination of statistical records of the sick and wounded." That the Medical Corps of our Army is adapted to "every contemplated expansion of the line," we are informed by a competent authority; and when our entire force is in the field, we are told, it will be able to do what the Allied forces accomplished "only after a long period of error." In this matter, as in all war-requirements, it is apparent that the Allies have been able to put at our disposal all the value of their three years' war-experience. Reports from the Western front, according to our medical informant, indicate that our Medical Department in the field is "fully up to the mark," and that parents and relatives of our soldiers "may feel assured the Surgeon-General has done all that is possible for their welfare."

### THE AIRCRAFT BOARD

The aircraft program began on August 1, 1917, with the passage of the appropriation bill granting $640,000,000 for aircraft construction and training of aviators. Approximately half of this was to be spent for material and the balance for the creation and training of the personnel. We started at minus zero, for what planes we did have were out of date. In fact, so swiftly have the methods of aerial warfare changed during the war that if, by some burst of efficiency, we had been able to build the 22,000 planes called for in the appropriation in one month, hardly one of the styles in use at that time would be fit for service to-day. There have been constant changes in plans and

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THROUGH standard designs and sizes you gain speed without a sacrifice of quality—you give the worker a homelike home and do it economically. Years ago we sensed the value of standardization in home building, and for 52 years we have furnished woodwork for an ever increasing number of American homes.

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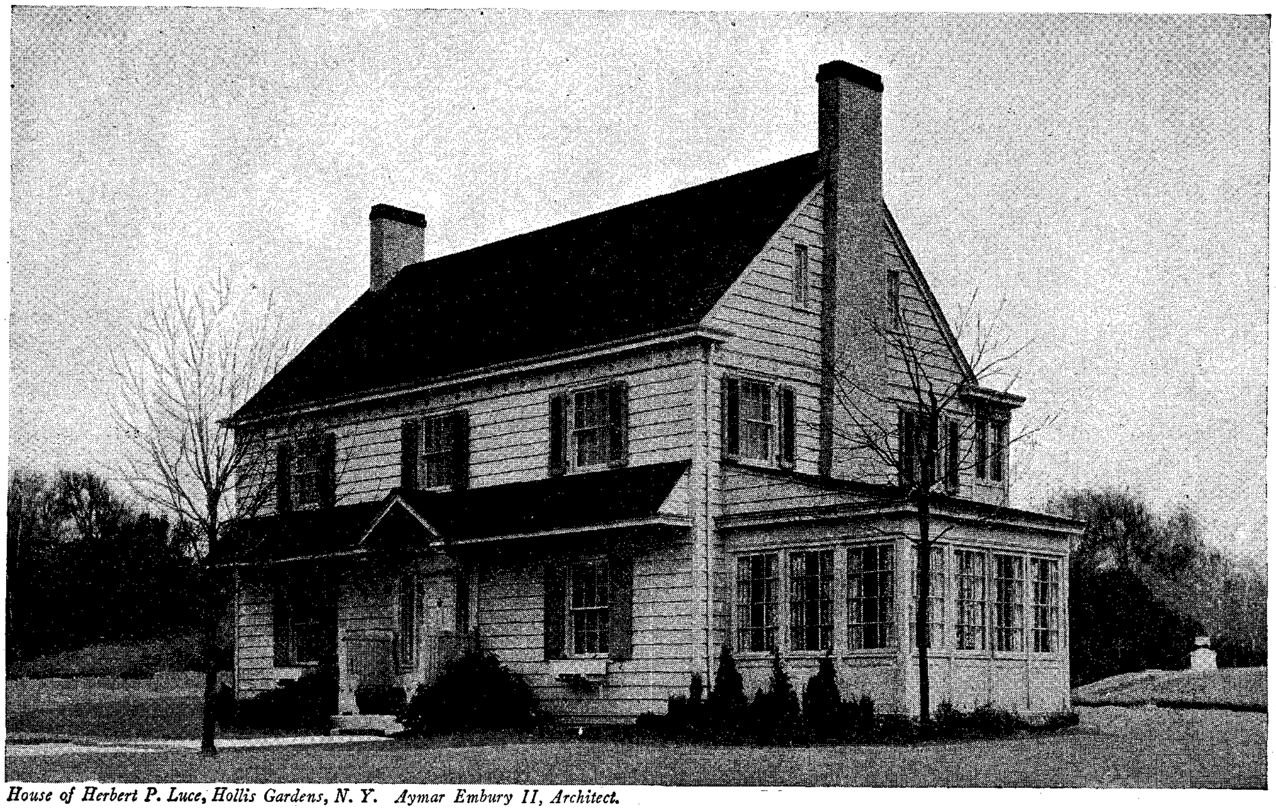

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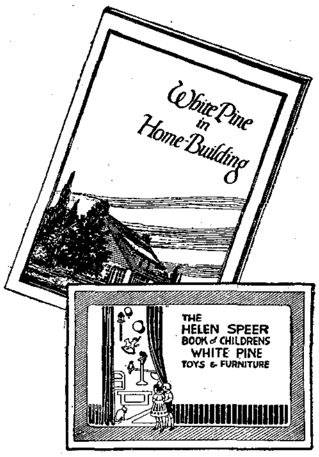

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specifications all during the construction program, in which we have acted on advice and with the cooperation of an Inter-Allied Committee at all times.

The program called for:

1. The establishment and maintenance of a system of training stations throughout the country, both ground and flying schools, and their equipment with training planes, both elementary and advanced.

In eight months there have been completed enough training planes to supply the needs of the twenty-four flying fields throughout the country, with a surplus for storage against the breakage of the immediate future. In the original appropriation seven thousand training planes were called for. This part of the program is rapidly being fulfilled.

Eighteen months ago the flying force of the United States numbered some three hundred men. To-day the Signal Corps has a membership of one hundred thousand, larger than the entire standing army of the United States before the war.

2. To purchase approximately five thousand fighting planes from the Allies for use at the front until July 1, 1918. At this date we were scheduled to have enough fighting planes of our own manufacture overseas to take care of ourselves. In the meantime we were to send materials and parts manufactured in this country, with American workmen to assemble them in France.

The first shipment of fighting planes built in this country was made late in February. Between now and September, when we are due in force, continuous shipments will be made. The experimental stage in fighting-plane construction is over. The large manufacturing plants which are devoting themselves to the building of combat and bombing planes have begun quantity production, which means that an increasing number will be turned out each month. With the two months' delay which has arisen, it will be September rather than July 1 before we have enough large planes to take charge of our sectors along the front.

3. The Liberty motor, which is a combination of the most successful features of several of the best airplane motors, has passed through its testing period, and is now in quantity production. Only one type is being built, a 12-cylinder, 400 h.p. model, for use in heavy fighting machines. The Allied governments have already ordered as many as we can spare for use in their own planes. It is probable that in view of the limited shipping facilities, our part will be largely one of furnishing quantities of motors, materials, parts, and expert workmen. These we are already shipping by the thousands.

Making airplanes involves activities in new and remote fields. For instance, linen was supposed to be the only cloth suitable for airplane wings. All linen came from Ireland, and there was not enough for us. Experts were set to work to evolve a substitute, and a new method of spinning cotton was worked out which has solved this problem. But it took time.

Castor-oil was the only oil suitable for the terrific speed of airplane motors, but the supply was limited, and farmers had stopt raising castor-beans. For ten thousand planes, fifty thousand gallons of castor-oil are needed a day. A ship-load of castor-beans was brought from India and given to Southern farmers to plant for next year's oil-supply. In the meantime, in case anything should happen to the crop—for German propaganda is spreading rumor among farmers that castor-bean raising ruins the soil—a substitute for castor-oil has been invented. But this also took time.

Spruce is an essential material for wing-beams, and in order to safeguard the lives of our aviators, only the very best spruce can be used. Ten million feet a month are needed, and the Northwest forests are the only place furnishing enough. But Northwest labor was in a chaotic condition, due to I. W. W. agitation, and the demand for an eight-hour day. Spikes were driven into logs which broke the saw-blades, which took many days to replace. The Signal Corps sent Col. Brice P. Disque to take charge in the woods, and in three months he has brought owners and loggers together, has organized the Loyal Legion, composed of 62,000 woodsmen, induced employers to adopt the eight-hour day and to improve conditions in the camps. In addition, he has put ten thousand men in uniform into the woods, built eighty-seven miles of railroad into the heart of the spruce timber, constructed motor-truck roads, and built the largest cut-up mill in the country at Vancouver. Production has jumped to more than four times what it was in Novenber.

All these things took time, but they are done now, and the machine has started.

## OUR COAST ARTILLERY CORPS

At the declaration of war the Coast Artillery Corps consisted of approximately 20,000 officers and men. It was increased, on May 15, to approximately 30,000 officers and men. In August, 1917, the National Guard Coast Artillery was mustered into the service of the United States, and added to the Coast Artillery about 18,000 men. November 1, 1917, the Coast Artillery Corps was further increased by approximately 14,000 National Army Coast Artillery, and has now an authorized strength, for manning coast defenses, of approximately 65,000 officers and men.

The work of the Coast Artillery during the first war-year had to do with questions involving the best utilization of the officers and men of the Coast Artillery Corps to supplement the Expeditionary Force in France in the most efficient manner. It was pointed out that the personnel assigned as manning body of the major-caliber guns might well be considered available for service in France, to man railway artillery, heavy tractor artillery, trench mortars, and anti-aircraft guns. This assignment was later approved, and the Coast Artillery now furnish the manning detail for the artillery mentioned. It was found possible, without incurring any undue risk, to dismount a number of the major and intermediate guns in the coast fortifications and mount them on railway mounts or heavy motor-truck mounts for use in France. Satisfactory progress is being made along these lines, and the Coast Artillery Corps will be called upon to man a considerable number of such guns with our Expeditionary Force.

In order that the Coast Artillery Corps, officers and men, might be instructed in gunnery methods now in use in the war-zone, and to afford the students practical instruction in field-firing problems, a special course of instruction was issued from the office of the Chief of Coast Artillery in September, 1917. The course includes:

Field surveying.

Railroad surveying.

Gunnery methods.

Necessity for precise ballistic determination of firing data.

Methods of determining the actual range and bearing.

Methods which enable accurate firing to be opened at any time.

Methods of adjusting the center of impact at the center of the target.

Location of directing gun on the map.

Laying out the line of fire.

Ranging on the line of observation, cooperation of aircraft and artillery.

Location of datum and calibration points.

Determination of switch angles.

Use of heavy artillery in counter battery work.

Use of heavy artillery in bombardments.

Study of systems of angular measure and conversion from one to another.

Field-artillery methods of indirect fire.

Theory and practise of using improvised devices where panoramic sights and B.C. instruments are not available.

Ammunition; composition and tests of explosives.

Precautions to be observed in handling and transportation of explosives.

Types of projectiles and their proper use.

Use of the gas-shell.

Methods of ammunition-supply.

Field fortification, including general plan of position concealment.

Gun positions, design, and construction of the casemated gun positions.

Dugouts and slit trenches, design and construction.

Tactical and administrative organization of artillery.

Tactical handling of heavy artillery in trench warfare.

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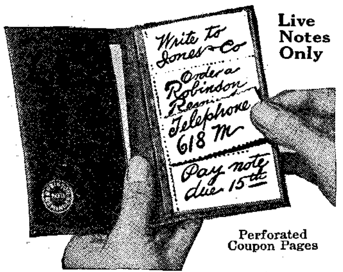

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billeting and arrangements for sleeping, feeding, and shelter.

In addition, the coast-defense commanders were instructed to utilize post-radio equipment for the instruction of radio operators, the motor transportation for the instruction of men in the care and maintenance of motor-vehicles, and the facilities in the near-by cities to further the instruction in motor transportation.

In order to specialize men essential for technical work connected with heavy artillery regiments, the enlisted specialists' school at Fort Monroe reduced its course from one year to a three months' intensive course. This school has a capacity to train approximately one hundred master gunners, two hundred electrician sergeants, one hundred sergeants major, and one hundred and fifty radio sergeants every three months. In connection there is a school for chauffeurs, which has a capacity for training at least two hundred and fifty men per month. Then the Coast Artillery Corps is utilizing the Quartermaster School at Jacksonville, Florida, for the training of two hundred additional men per month on motor-trucks, tractors, and motor-cycles.

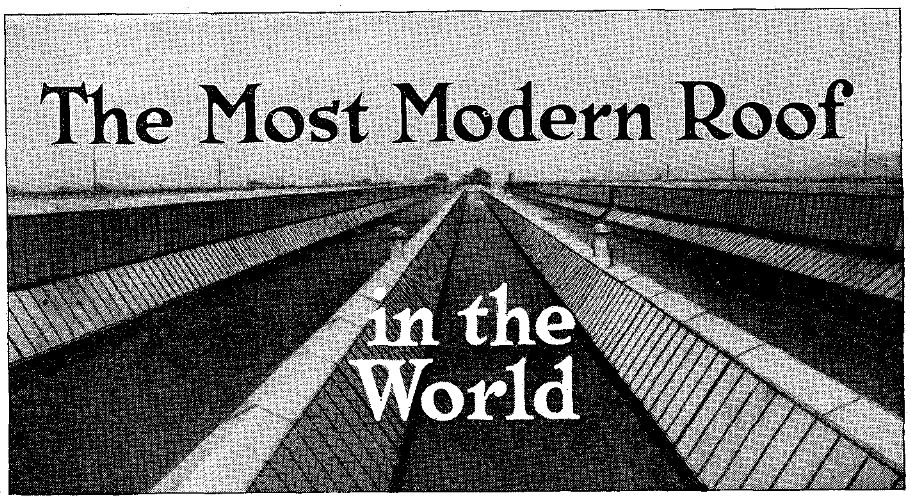
A production of trained officers has been accomplished by means of training-camps. The training-camp at Fort Monroe has already turned out over 2,500 officers for heavy and Coast Artillery work, and the camp is still in operation with a capacity of 825 men each three months' course. In addition to instructing candidates, the school at Fort Monroe also has a short course in practical gunnery and firing for officers of the Coast Artillery Corps. This course is running along parallel lines with the school of heavy artillery which is established in France, and it is the endeavor of the office of the Chief of Coast Artillery to give all officers this course of instruction before they go abroad with regiments of heavy artillery.

In order that the interval between the preliminary organization and the time of equipment of regiments of heavy artillery might be utilized to best advantage, a concentration-camp is being established, whereby the regiments will be able to have actual practise on the guns they will handle abroad, and the other personnel will be able to receive instruction in the operation and care of the motor-vehicles assigned to the regiment. Entire regiments or brigades can also be completely equipped at this point and intensive training given both to officers and men.

In order to meet the needs of the future, the Coast Artillery has worked in harmony with the classification committee on personnel for the War Department, and has advised them of the exact number of men which will be required in all the different trades required for coast-defense and heavy-artillery personnel. It is believed that future organizations will be able to get these trained men from the depot brigades. They will be furnished either by calls for specially selected men or by the training of men in the War Department schools which are established in the different universities throughout the country. With the aid of these partially trained men it will be possible to complete their training at the different Coast Artillery schools and to supply regiments with properly qualified men for service abroad. A system of classification has also been established in each coast-defense command, and by its aid the coast-defense commander should be able to select the proper men for the proper places in each regiment that he organizes. This will also do away with the practise of using trained men for positions which untrained men can fill to just as good an advantage.

### OUR NAVY

The first exact information Germany acquired in the open about our Navy was in the famous intercourse between the late Admiral Dewey and the late German Admiral Diedrichs, after the fall of Manila. The story has been told in these pages of the peremptory demand of Admiral Dewey that the German observe the regulations of the American officer commanding the port. The first action of the Navy in our present undertaking was the arming of American merchantmen to meet the illegitimate policy of the German submarine. This order of the President went into effect on March 14, 1917, and since that date, as is well known, American gunners have given a good account of their seamanship and aim. The *Campana* was the first merchantman armed, and in the ensuing twelve months the Navy has armed about 12,000 ships, including naval craft as well as merchantmen. Twenty-eight days after war began a flotilla of American destroyers reached a British port to patrol European waters in our interest and the interest of the Allies. Almost simultaneously Admiral Sims began to take part in the Allied Naval Council. The first American forces in France were units of the Naval Aeronautic Corps, which arrived June 8. The first of our troops for General Pershing were transported and convoyed safely by the Navy to France by July 3. In a word, our seamen have been in the most active kind of service ever since the fleet was mobilized on the day we went to war. With our destroyers and patrol-vessels in European waters, our war-vessels patrolling our thousands of miles of coast-line, convoying transports that are carrying our armies overseas, its armed guards on merchant ships protecting our commerce, the Navy has met every demand made upon it. The extensive transport system required to carry our troops overseas was organized and is operated by the Navy, and protected by its convoys. It has manned and is operating many of the vessels which carry supplies to



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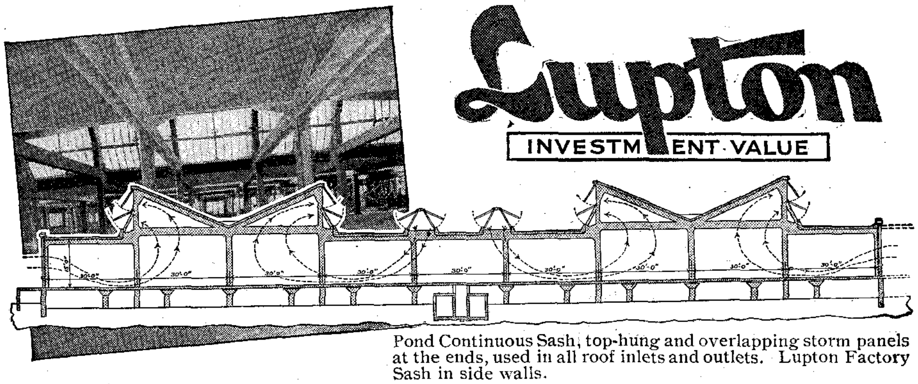

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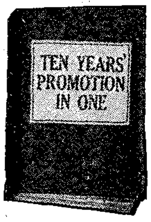

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our soldiers and the Allies. From the very beginning it has worked in the closest cooperation with the Allies and through Vice-Admiral Sims, who represents us in the Allied Naval Council, Rear-Admiral Henry B. Wilson, who is in direct charge of our naval activities in French waters, and other officers, is giving effective service in the operation of the nations at war with Germany.

The strong appeal navy life makes to our young men may be gathered from the fact that by May 11, 1917, recruiting for the Navy passed the 95,000 mark, insuring the maximum war-complement. About this time the Navy Department urged upon the House the necessity of ships for a coast-defense fleet. A number of the finest yachts in the country were tendered to the Government by their owners for use during the war either at no cost or at a nominal lease. Many smaller boats were bought or leased. In contrast to the generosity of the general yacht-owner, it is recorded that some persons having yachts asked exorbitant prices for them.

A matter of no great importance in war-news, and yet of historic interest, was the landing of the first American enlisted men in France after the war began. They were the armed guard of the S. S. *Aztec*, which vessel sank April 1, 1917, and while commended for their judgment and good seamanship in the face of danger, it is also officially on record that their conduct in Brest and Paris caused favorable comment from all persons with whom they came in contact.

As an example of Navy speed in the war-game, we read in the middle of May of a race between government shipyards and private builders and between government shipyards themselves, to see which could turn out the fastest our submarine-chasers. The honor of launching the first of the new "subchasers" went to the New York Navy-Yard, where the keel was laid April 1, and five weeks later a vessel of 110 feet in length was in the water. At New Orleans a similar high-speed record was attained, and while a great deal of work is necessary after the launching of a boat, at this early stage of the war it was evident that both private builders and navy-yards were making a new record in rapidity of construction.

About the middle of May defensive sea-areas were established by the President from the Kennebec River to Corregidor, in the Philippines, and at this time the Navy passed the 100,000 mark in enlisted strength. The cumulative growth of the Navy is strikingly disclosed if we consider the following eloquent parallel of figures:

STRENGTH APRIL 6, 1917

| | *Enlisted Men* | *Officers* | *Total* |
|---|---|---|---|
| Regular Navy | 64,680 | 4,366 | 69,046 |
| Marine Corps | 13,266 | 426 | 13,692 |
| | 77,946 | 4,792 | 82,738 |
| Total, officers and men | | | 82,738 |

STRENGTH OF AUXILIARY BRANCHES AT TIME THEY WERE CALLED INTO SERVICE AT BEGINNING OF WAR

| | |
|---|---|
| Naval Reserve Force (approximately) | 10,000 |
| National Naval Volunteers (approximately) | 10,069 |
| Coast Guard | 4,500 |

STRENGTH OF THE NAVY MARCH 23, 1918

| | *Enlisted Men* | *Officers* | *Total* |
|---|---|---|---|
| Navy | 193,483 | 7,798 | 201,281 |
| Reserves | 80,726 | 10,033 | 90,759 |
| Marine Corps | 38,629 | 1,389 | 40,018 |
| National Naval Volunteers | 15,000 | 805 | 15,805 |
| Coast Guard | 4,250 | 639 | 4,889 |
| | 332,088 | 20,664 | 352,752 |

INCREASE SINCE WAR WAS DECLARED

| | |
|---|---|
| Regular Navy | 132,235 |
| Naval Reserve Force | 80,859 |
| National Naval Volunteers | 5,736 |
| Marine Corps | 27,118 |

During the first year of war the Hospital Corps has increased from about 1,600 to about 8,000, with about 1,000 medical and dental students ready at call. In a year hospital-beds available have increased from 3,000 to 12,000, and 5,000 additional are in preparation.

Mechanics employed at navy-yards have increased from 35,000 to over 66,000. There are also 7,000 other civilian employees at navy-yards.

Civilian employees in the Navy Department have increased from 700 to 1,800, and 1,200 reservists are also on duty in the department.

There are now 1,397 midshipmen at the Naval Academy, Annapolis, Md.

The total number of persons now in the naval establishment is more than 425,000.

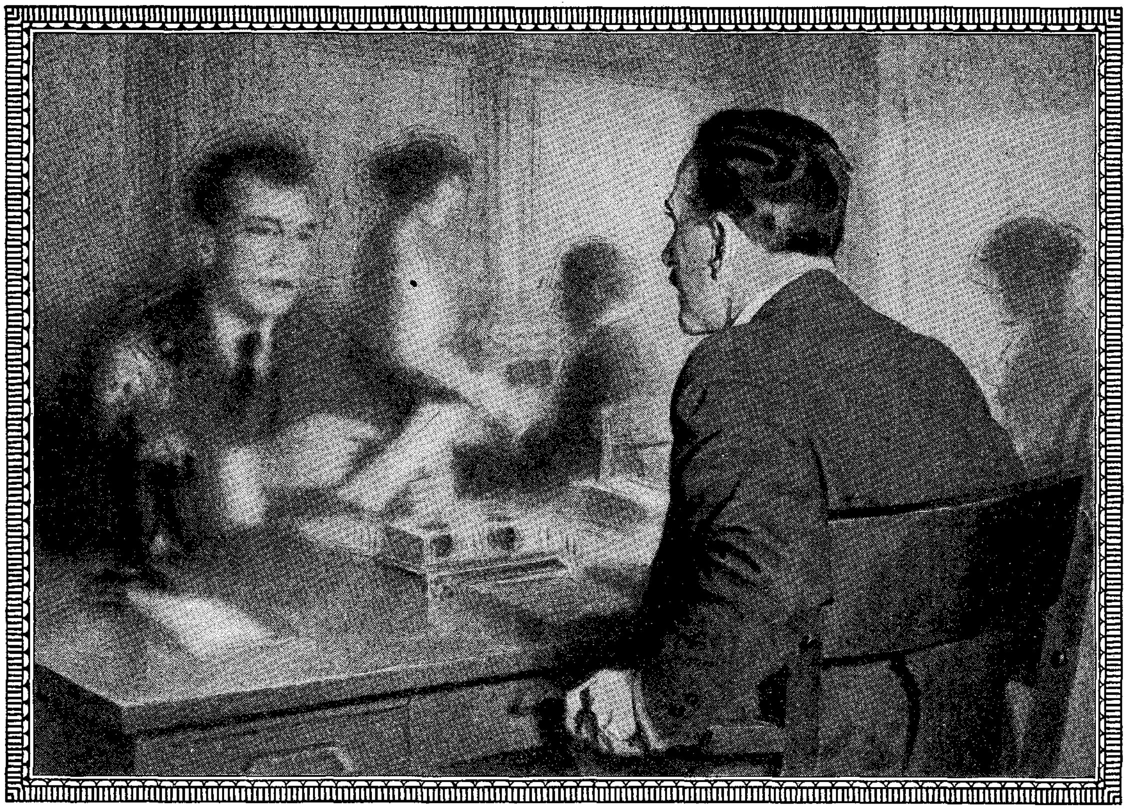
The Naval Bureau of Ordnance in peace times spent about $30,000,000 a year. Now it is spending approximately twenty times as much, $600,000,000.

## BUILDING A THOUSAND WAR-SHIPS

The United States Navy is carrying out the largest war-ship-construction program in history, which, including those of all types built in the past year, now under construction or contracted for, will embrace more than a thousand vessels. A year ago there were building or authorized 123 vessels, including 15 battle-ships, 6 battle-cruisers, 7 scout-cruisers, 27 destroyers, and 61 submarines. Since that time hundreds of submarine-chasers and other small types have been built; a number of destroyers have been completed and contracts have been made for more than 900 vessels.

Activities have been centered upon the production of vessels that would be immediately effective in the war against the submarine. Within a short time after this country entered the war contracts were placed for every destroyer that the American yards with their then existing facilities could build. Later the demand became imperative for an even larger number of these speedy ships, which have proved the most effective weapon against the submarine. Arrangements were made for the enlargement of shipyards which were building destroyers and for the creation of extensive new yards. Early in October Congress appropriated $350,000,000 for building destroyers and speeding up con-

# If things ever look like this –



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CONCRETE FOR PERMANENCE

struction. Work was already under way on the new yards, in which keels were laid this spring. The yard at Squantum, Mass., which has been built up in a few months, is the largest destroyer-building plant in existence. New factories for building engines and other parts for these vessels have been erected, and the United States is now building many more destroyers than any other navy possest when the European War began.

New records in construction are being made. Formerly from twenty to twenty-two months were required to complete a destroyer. Not long ago one was launched at the Mare Island Navy-Yard, 66 per cent. complete, in four months after the keel was laid. This is exceptional, but a number of those under way are going forward at a rate which promises completion in eight months. A destroyer, which was commissioned on the West Coast fifty-one weeks after her keel was laid, recently made the run from a Pacific port through the Panama Canal to an Atlantic port in ten and a half days' steaming, a new record for the passage from the Pacific to the Atlantic.

Within ten days after it had been decided to utilize the Ford automobile plant, in Detroit, for ship-building, the Bureau of Construction and Repair and the Bureau of Steam Engineering had completed the plans for a new type of submarine-fighter which embraces many of the features of the destroyer, and is as large as the earlier ones, tho not so large as the most modern type. Twenty days after Mr. Ford had been notified by telegraph that the contract had been awarded him for a considerable number of these boats, the keel of the first was laid in his factory. A plant covering five acres is being erected for the assembling of these vessels, and the builder believes that when producers have reached their maximum these boats can be turned out at the rate of one a day. In a recent interview Mr. Ford said:

"The Navy is going to play the important part in this struggle before peace comes. And the one big reason is that the United States Navy is the most efficient organization I have ever seen in action. Its men are all alert, clever, working toward a common purpose, and willing to be on the job twenty-four hours a day whenever necessary, which is quite often. That is what I call efficiency. I always thought that we had one of the best organizations in the world, but I am willing and proud to take off my hat to the Navy Department."

The Ford boats will constitute a special class, known as the "Eagle Class," and will be known as *Eagle No. 1*, *Eagle No. 2*, etc.

The 110-foot submarine-chasers, of which hundreds have been built, have proved very seaworthy, and a number are in service in European waters as well as on our own coast. They are adapted for work near the coast, while the swift destroyers range far out at sea, convoying merchant vessels and transports and running down *U*-boats.

The United States now has in service the largest battle-ship afloat, having a displacement of 31,400 tons as compared with 28,000 tons, the largest of Germany, and 27,500 tons, the largest British super-dreadnought known. It is building still larger ones, and the battle-cruisers which have been contracted for are to be 35,000 tons' displacement and to have a speed of thirty-five knots. Work has not been pushed on battle-ships the past year, but Secretary Daniels has asked Congress to authorize the completion of all the remainder of the vessels in the "three-year program," and construction will go forward more rapidly on the battle-ships and battle-cruisers.

There are four times as many ships in the service of the Navy as there were a year ago. More than 800 vessels—merchantmen, yachts, fishing-boats, and fast motor-craft—have been taken over and converted into transports, patrol-vessels, mine-sweepers, submarine-chasers, and the various types required. This has supplied the need for auxiliary vessels, of which previously there were very few.

The 109 interned German ships, whose crews thought they had damaged them beyond repair, have all been repaired and are now in service, the larger ones as transports, and others as supply-vessels. Some are operated by the Navy and others by the Shipping Board. The repair of these vessels, which added more than 700,000 tons to the available tonnage of this country, was a triumph of American engineering and inventive skill. The rehabilitation of the machinery of these huge ships, such as the *Vaterland*, now the *Leviathan*, was one of the most notable achievements of the Bureau of Steam Engineering.

The supplying of engines for the great number of destroyers and other vessels has presented a difficult problem, the builders being called upon to produce a far larger output than ever before. But the demands have been met under the direction of the Bureau of Steam Engineering, whose work has also grown immensely in caring for the motive power of the fleet, which has increased enormously.

## ONE HUNDRED MILLIONS OF SHORE BUILDING

Our navy-yards are now vast workshops, not only repairing vessels and keeping the constantly increasing fleets in fighting trim, but also building war-ships of every type. Huge dry docks, which will accommodate any ship afloat, are under construction. The leading yards have been considerably enlarged during the year, new foundries and machine-shops erected, and new shipways built, which will increase their ship-building capacity. Immense warehouses have been erected

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Some employers lie awake nights wondering what they're going to do to keep their workers from leaving them to go to other plants and institutions, wondering how they can keep their men from laying off five or six days every month, wondering how to keep their employees from wasting material and wasting time.

The solution of these problems, as proved in actual practice by many concerns, lies in the proper kind of *Welfare Work*. It lies in getting in closer contact with employees, in winning their confidence, in showing that you have some interest in them beyond the work they do.

Leading concerns, therefore, are printing *House Organs*, edited entirely for the workers themselves. They *build good will in their own plants* by means of the printed word, just as they build good will among their customers by printed advertising. They make every worker feel that he or she is an appreciated factor in the organization, that every piece of work is important, that a day lost by any worker is an injury to the entire organization.

They issue bulletins to their employees every week or oftener, giving the records made by different departments, offering prizes to squads or departments making the best showing, giving personal mention occasionally and offering bonuses for exceptional speed or quality. They also offer bonuses for continuous work without layoff and other bonuses dependent on length of service. They offer prizes for good suggestions as to new ways of saving material, saving labor and saving time. They encourage their workers to *use their brains*—and make it worth their while to do it.

And they print these House Organs and Bulletins on the *Multigraph*—because with the Multigraph they can turn them out in two or three hours and get them into their employees' hands while they're still timely and effective, while a printer would take two or three days, or even longer, to get them out; because the Multigraph cuts their cost anywhere from 25 to 75 per cent; and because the Multigraph does the work in the *privacy of their own offices or their own shops.*

If you run a workshop or an industrial plant, or a business of any kind that employs numbers of men and women, the Multigraph is worth *ten times its cost* for what it will do for you in *Welfare Work alone*—for what it will do in holding your help, enlisting their co-operation and *speeding production.*

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for supplies and munitions, including the largest concrete warehouse of the kind in the world, which is now in use at the Brooklyn Navy-Yard.

To provide for the housing and training of recruits, the existing training-stations were extended to several times their previous size and numerous new camps were erected. Some twenty of these camps, each one a small city in itself, were provided for the Navy and Marine Corps. The Great Lakes Training Station, near Chicago, which formerly had accommodations for 2,200 men, now has more than 20,000. The other older stations, like that at Newport, R. I., have been expanded, and new stations have been erected at Pelham Bay, N. Y., for 10,000 reserves; at Charleston for 5,000 men; at Cape May, N. J., and various other points. The largest of the new camps for Marines, that at Quantico, Va., provides for 8,500. The pending naval bill provides a considerable sum for still further enlargement of training-stations.

The Jamestown Exposition site and Pine Beach properties, on Hampton Roads, near Norfolk, Va., were acquired and the first Fleet Operating Base our Navy has ever possest created. This includes a camp for 10,000 men, soon to be doubled in size; an aviation base, submarine base, storage warehouses for fleet supplies, and will eventually have piers equipped with every modern device and all the tanks necessary for a base for the fleet.

The San Diego, Cal., and Gulfport, Miss., exposition grounds have been taken over and converted into camps, providing convenient new locations on the Pacific and the Gulf.

Many special schools have been established, one of the largest being the radio school at Harvard University, which has more than 3,000 students. The training facilities of the Navy have increased from provision for 6,000 to accommodations for 115,000.

### OUR WIRELESS THE WORLD'S GREATEST

At the outbreak of war, the Navy took over the entire radio service of the country. On account of duplication twenty-eight commercial stations were closed. All those in existence were brought together in a comprehensive system, and other stations erected. The new stations at Pearl Harbor, Hawaii, and Cavite, Philippine Islands, the most powerful stations in existence, have been completed, as well as the high-power station at San Diego, Cal. The Atlantic Coast stations are in direct communication with Pearl Harbor, and, with this one relay, a message can be flashed from Sayville, Long Island, to the Philippines. By New Year's direct communication had been established with Rome. The United States radio system stretches from Alaska in the north to the Panama Canal Zone in the south.

In addition to this service, the Navy furnishes radio-operators for the rapidly increasing number of ships. To meet these needs thousands of wireless operators have been enlisted and trained. At present there are 5,000 at the two principal schools alone, those at Harvard and Mare Island, Cal.

### CLOTHING AND FEEDING OUR SAILORS

The task of providing clothing and food for the greater Navy has been efficiently performed by the Bureau of Supplies and Accounts. When the rush of recruits came at the beginning of war, the reserves of clothing were quickly exhausted. Wool was bought in large quantities, the mills set to work, the cloth provided, the Navy's own clothing factories enlarged, contracts given to private individuals, and soon all the men in service were provided with uniforms. New outfits of heavy winter clothing were devised and manufactured especially for the men on service in the cold waters of the North Atlantic, and these were supplied to the deck crews before bitter winter weather set in. Hundreds of thousands of jackets, trousers, and overcoats were made; contracts let by the million for shirts, underwear, socks, and the various other articles required, and not only were the men of the fleet and in the camps outfitted, but reserve stocks have been accumulated. Summer clothing has already been manufactured, and the factories have been at work for some time on the clothing for next winter.

This bureau makes all the purchases for the Navy, except certain items of ordnance, and tho its business increased to hundreds of millions of dollars, the system was so well organized that no change has been found necessary in the organization, which supplies a personnel of 350,000 and 1,200 ships as promptly as it did 55,000 men and 300 ships before the war. The value of purchases of and contracts for materials for the Navy in the past year exceeds half a billion dollars. Fathers who are toiling to furnish growing girls and boys with shoes and stockings will be interested in a contract made by the Government for the War and Navy Departments jointly considered for 3,450,000 pairs of shoes: 2,600,000 shoes went to the Army and 850,000 to the Navy. The shoes for the Navy are regulation black calfskin of high-cut design and the average price was about $4.83, while the War Department shoes average at $4.85. Three styles of shoes were ordered for the War Department, including marching and field shoes. Deliveries began at once, and the larger part of the order was to be delivered by October 1, 1917.

Toward the end of June the Navy awarded contracts to eighteen different firms for 3,567,200 pairs of socks, at a cost of $710,036. The average price for cotton socks was $18\frac{4}{10}$ cents and for woolen socks $27\frac{8}{10}$ cents.

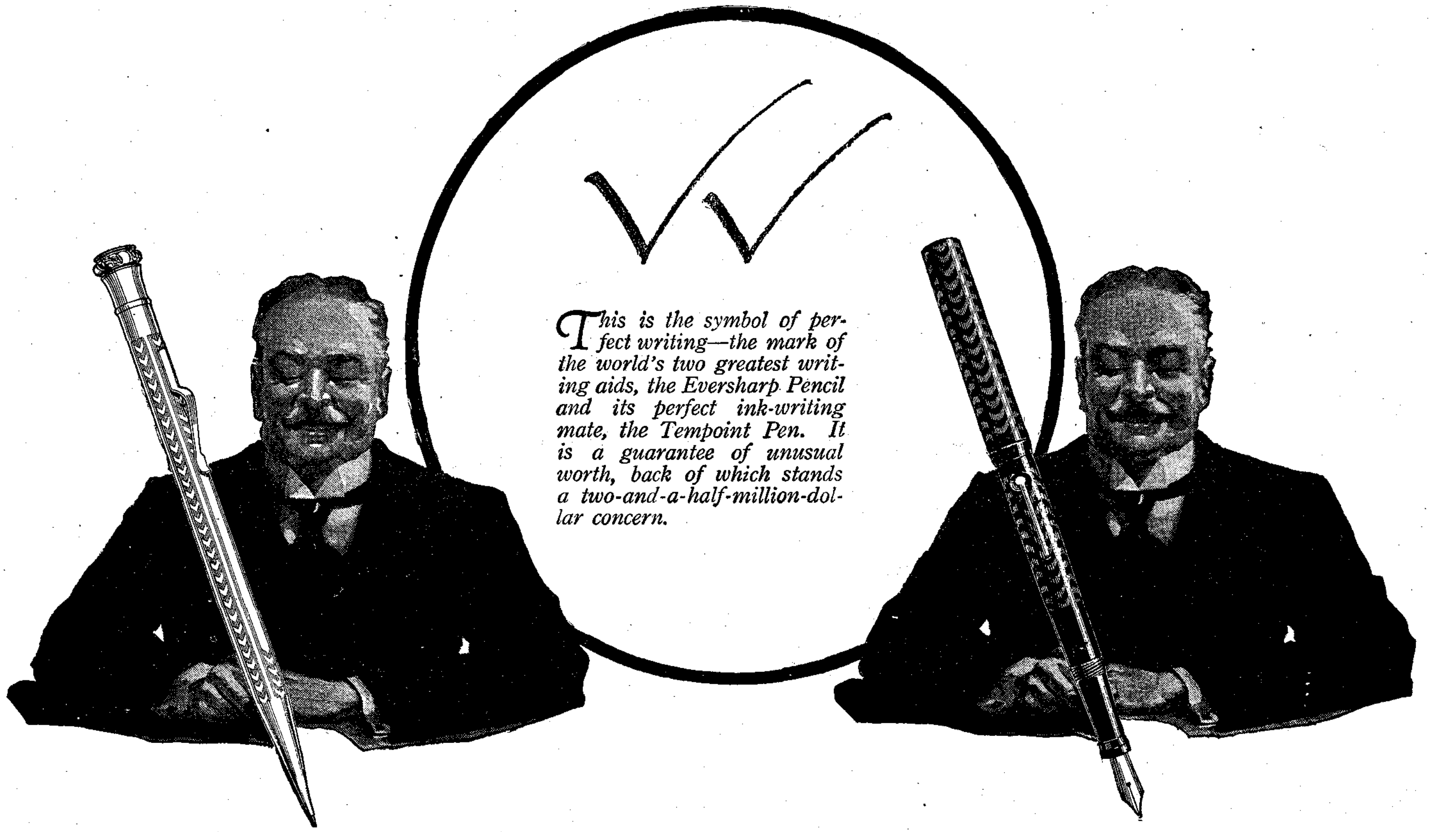
### THE MARINE CORPS AND THE NAVAL RESERVE

The Marine Corps has grown from 13,266 enlisted men and 426 officers to a total strength of 40,000. Legislation now pending in Congress provides for a still further increase of 20,000. Most of the Marines receive their preliminary training at the recruit depots at Paris Island, S. C., and Mare Island, Cal., and from there are transferred to the big concentration-camp at Quantico, Va., where a large school for officers is also maintained. Five regiments of infantry, with replacement units, have been organized, in addition to a brigade of artillery. Marines were among the first troops sent overseas and are now serving with the Army under General Pershing in France. Forces are also maintained in Haiti, Santo Domingo, the Virgin Islands, Cuba, China, the Philippines, Guam, Porto Rico, and Hawaii.

One of the most notable accomplishments of the twelvemonth has been the building up of a Naval Reserve Force which is now much larger than the regular Navy was a year ago. Before the break with Germany only a few hundred reserves had been enlisted. In March there was a rush of recruits and by April 6 the number of officers and men was about 10,000. Since then the force has grown to more than 90,000 officers and men. Legislation is now pending in Congress to make the National Naval Volunteers, naval militia in Federal service, of whom about 10,000 when mustered in on April 6, 1917, and which now constitute a force of nearly 16,000, a part of the Naval Reserve Force, giving the Navy a simpler and more effective reserve organization.

### WAR BUSINESS OF OUR STATE DEPARTMENT

Our Department of State, as is well known, corresponds to the Foreign Office of other countries and may by way of illustration be said to fulfil the duties of counselor-at-law to the nation. Many of its activities are at times adjunct, at times directive, to those of other departments. As soon as we got into the war we faced the problem of cooperation with the Allies, and the well-remembered missions from England, France, Italy, Russia, Japan, Belgium, and other countries came here to arrange such matters, on the general policies of diplomacy, finance, and military and naval requirements. The missions conducted their negotiations with the Department of State, and from this branch of the Government we have gathered facts of the department's work. The military experts of our cobelligerents were brought into relations with ours, their financial agents were put into contact with the Treasury Department, their economic and blockade authorities were taken to the appropriate American authorities. The Department of State had directly to do with many of the problems, such as those



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Not a mere advance in but one or two respects, but a revolutionary advance in *every* respect.

The Eversharp Pencil is always sharp—never sharpened. Carries enough lead for a quarter million words—18 inches in all—and a real point for every word.

It is a thing of beauty and a joy forever. Constructed with jeweler precision and finish throughout. As much a mechanical wonder as a writing marvel.

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The Tempoint Pen has a point of superb writing quality and wondrous durability. The gold is fused about the ample iridium tip—not annealed.

A further hammering process endows the pen with steel-like hardness and flexibility. The point cannot become "sprung" under severest writing nor weakened by harmful ink acids.

An exact flow of ink is maintained by the famous Wahl Comb Feed, automatically controlled by touch of pen to paper. No blots. No hesitant flow. You never have to coax the point with your thumbnail.

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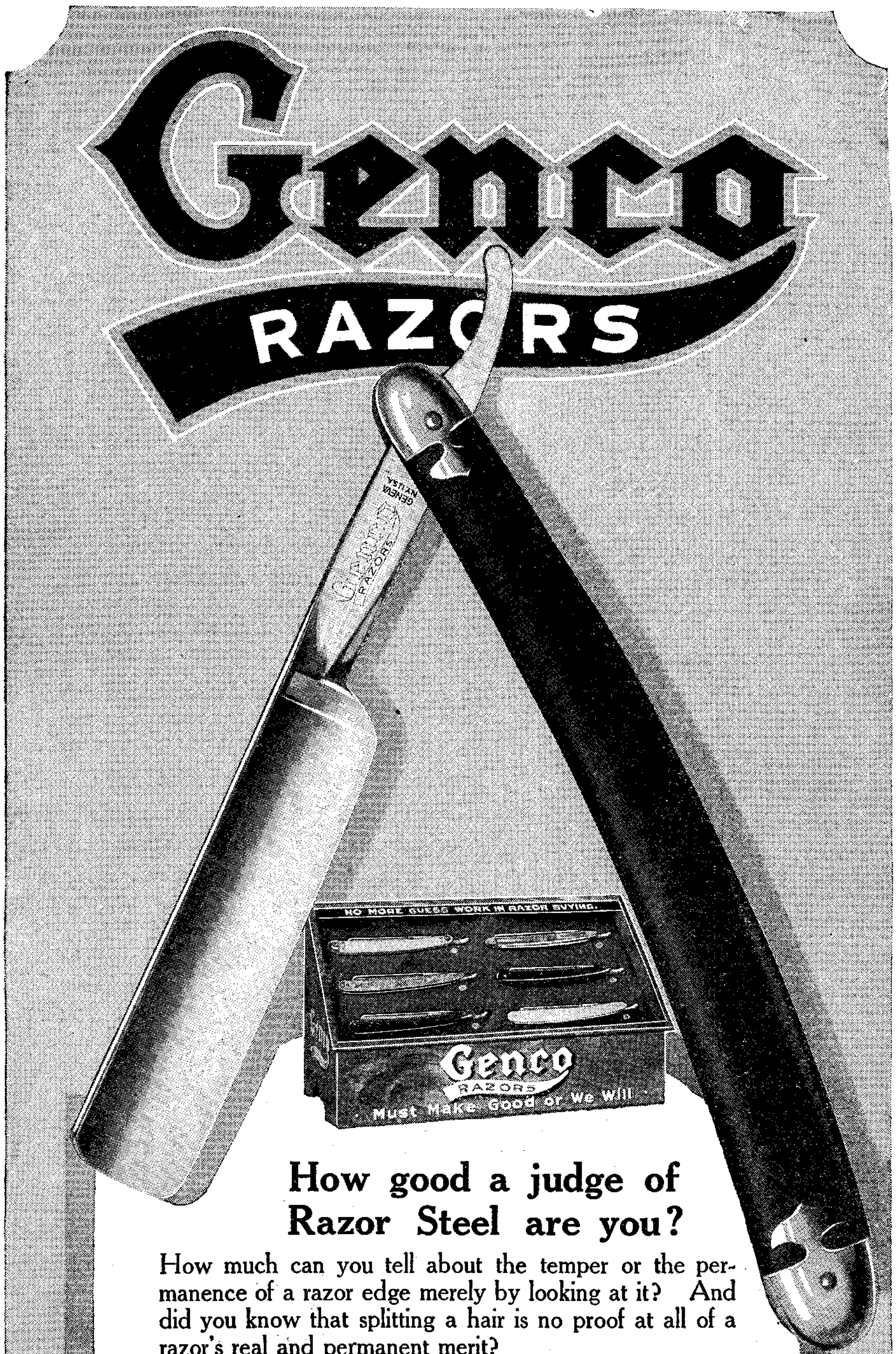
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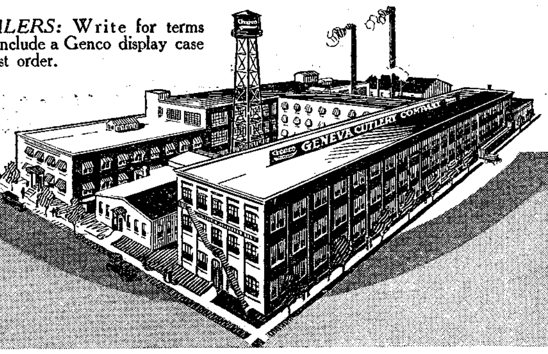
***Largest exclusive manufacturers of high grade razors in the world***

*DEALERS:* Write for terms which include a Genco display case with first order.



concerning supplies to neutral countries contiguous to Germany. For the enforcement of the Trading with the Enemy Act and the composition of the Enemy Trading List, the Department works through the War Trade Board. And it became concerned even with technical military and naval problems when military and naval activities assumed a political tinge.

Yet in the midst of waging war we have not overlooked the question of relief for subject and impoverished races. All moneys contributed to this cause passed through the State Department and are summarized in its records as follows:

RUSSIA UNDER GERMAN AND AUSTRIAN OCCUPATION

| | | | |
|---|---|---|---|
| November.. | $697,262.83, of which | | |
| | | $574,739.96 | general relief. |
| | | 122,522.87 | individual relief |
| December.. | 390,000.00, of which | | |
| | | $390,000.00 | general relief. |
| | | None | individual relief. |
| January.... | 691,529.04, of which | | |
| | | $558,085.37 | general relief. |
| | | 133,443.67 | individual relief. |
| February... | 714,584.05, | | |
| | | $610,000.00 | general relief. |
| | | 104,584.05 | individual relief. |
| March..... | 685,655.00, | | |
| | | $500,000.00 | general relief. |
| | | 185,655.00 | individual relief. |
| | $3,183,030.92 | | |

TURKEY NOT UNDER BRITISH OCCUPATION

| | | | |
|---|---|---|---|
| November.. | $510,000.00, of which | | |
| | | $510,000.00 | general relief. |
| | | None | individual relief. |
| December.. | None | None | |
| January.... | 159,056.95, of which | | |
| | | $130,266.60 | general relief. |
| | | 28,790.35 | individual relief. |
| February... | 59,002.85 | | |
| | | $50,000.00 | general relief. |
| | | 9,002.85 | individual relief. |
| March..... | 678,484.75 | | |
| | | $650,000.75 | general relief. |
| | | 28,484.00 | individual relief. |
| | $1,406,544.55 | | |
| | 3,183,030.92 | | |
| Total... | $4,589,575.47 | | |

In Palestine, Armenia, Syria, Poland, and various other places the plight of the people is pitiable. Several organizations have interested themselves in affording succor, and this is sent through the Department of State. Often the question of sending supplies and money involves diplomatic interchange between this country and the Allies and between us and the enemy, through established neutral channels. Proper safeguards must be established, for instance, to prevent relief supplies sent to occupied Poland from falling into the hands of the enemy. Similarly the department has to do with the relief of Belgium and the occupied portions of northern France.

The American Red Cross is extensively engaged in several places abroad—in Russia, Poland, the Balkans, and elsewhere. The work of the Red Cross receives the support and assistance of the department, without whose machinery the Red Cross would have difficulty in carrying on its work.

The interests and proper treatment of American prisoners of war in the enemy's hands also are supervised by the Department of State. Through it a committee, organized by our legation at Bern, sends to Americans held in German prison-camps food, money, and clothing, "without which they would soon be destitute." Protection must be afforded also to civilian Americans in Germany and American property. The Department of State, we learn incidentally, conducts these latter matters and their kind through Spain as neutral agent. On the other hand, our Department of State is responsible for the welfare of enemy aliens in this country. Sweden acts for the Austrians and Switzerland for the Germans by agreement with this country. Among other various duties and accomplishments of the State Department may be mentioned the negotiation of the Root mission to Russia, which, it is believed, planted seeds that will ultimately bear fruit for all the chaos since prevailing there. Then there is our Special War Mission to the Allies, Colonel House commanding, at which the high representatives of our cobelligerents were so appreciative of his taciturn habit that the whole question of giving our full military, naval, financial, and economic strength to the war was arranged without a single formal speech. The Japanese mission resulted in the Ishii Agreement. This, as is well known, is a gentlemen's compact between nations which makes the mooted problem of war between this country and Japan a most remote possibility. Again should not be overlooked the business of looking after our own and the Allies' interest in the case of non-declarant aliens.

There is still to be mentioned the campaign of information conducted by this country in foreign countries through distribution of the President's speeches by the diplomatic and consular service and bulletins of information from the Committee on Public Information. How well the Department of Justice has cooperated with the State Department—or *vice versa*—can only be read as an unconfessed charade, when we recall the Zimmermann note about Mexico, the Luxburg telegrams, our information about Bolo Pasha, and, of greater moment, about Caillaux.

The purely material record of our closer intercourse with the nations of the world is offered in the number of words telegraphed in a period taken at random from January 1 to 15, for five years:

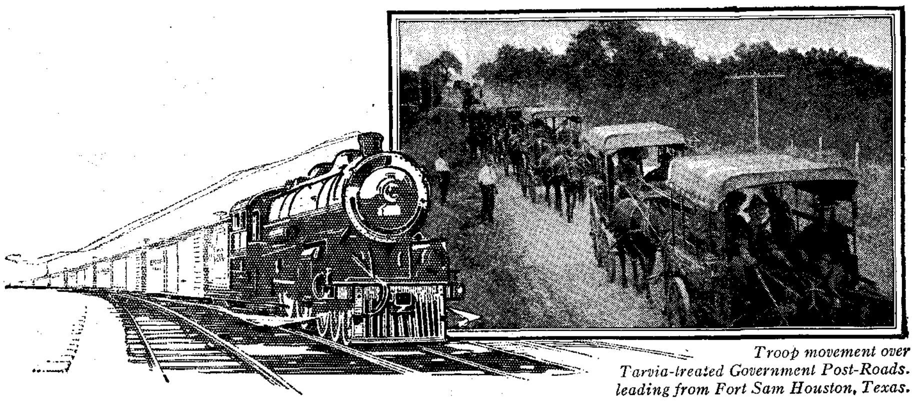
| *Year* | *Words* |
|---|---|
| 1914 | 28,031 |
| 1915 | 119,387 |
| 1916 | 73,968 |
| 1917 | 92,039 |
| 1918 | 217,597 |

Our sealed written correspondence with foreign offices is for the most part carried in large diplomatic pouches and for five years the records show:

| | |
|---|---|
| 1913 | 1,803 pouches. |
| 1914 | 3,847 " |
| 1916 | 4,189 " |
| 1916 | 4,588 " |
| 1917 | 5,032 " |

### HOW WE ARE MEETING WAR-EXPENSES

The First Liberty Loan for $2,000,000,000 was offered for public subscription on May 14, 1917, and was closed June 15, 1917, by which date four million Americans



Troop movement over Tarvia-treated Government Post-Roads. leading from Fort Sam Houston, Texas.

The Roads Must Help the Railroads

The whole internal commerce of the East is in a snarl, and it will be so intermittently till the end of the war and after.

Parallel with every railroad run the public highways. They are *not clogged* with traffic.

But they *are clogged* with mud or with neglect in various sections of the through-routes and the great swarm of motor-trucks traverse them slowly and with difficulty.

*Clear those roads, the nation needs them!*

Make your town, your county, keep up its part of the great arteries.

It's no time to tolerate poor roads that might be easing the overload of the railways.

Such roads call for labor and materials that are needed elsewhere.

*Build and treat your roads with Tarvia.*

The nation's plea to our local governments to refrain from public works that can wait till the end of the war does not apply to roads.

*Roads were never so vital as right now. They will help us win the war.*

*Illustrated booklet describing the various Tarvia treatments free on request.*

Tarvia
*Preserves Roads*
*Prevents Dust*

**Special Service Department**

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department, which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity the matter will have the prompt attention of experienced engineers. The service is free for the asking. If you want *better roads* and *lower taxes*, this Department can greatly assist you.

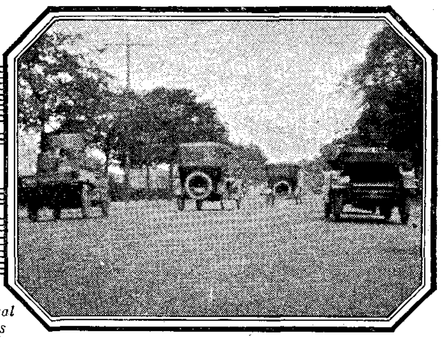
The Barrett Company

New York Chicago Philadelphia Boston St. Louis
Cleveland Cincinnati Pittsburgh Detroit Birmingham
Kansas City Minneapolis Nashville Salt Lake City Seattle Peoria
THE BARRETT COMPANY, LIMITED: Montreal Toronto Winnipeg
Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

TRADE B MARK

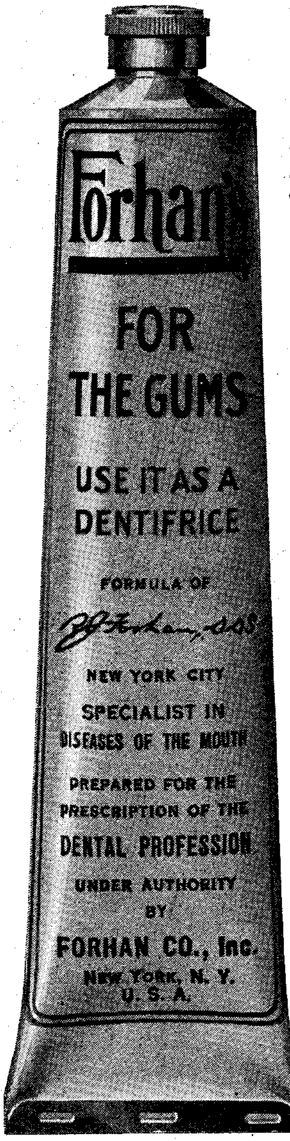
© Central News

Military truck-trains need Tarvia roads for efficiency



Tarvia-built road, N. Main St., Providence, R. I.

*Gum decay causes tooth decay*



HEALTHY teeth need healthy gums to hug them. Else they will loosen. Pyorrhea pockets will form, to act as the gateways of organic disease.

Forhan's prevents Pyorrhea, if used in time and used consistently. No mere tooth-paste does. Are *your* gums tender gums? Are they bleeding gums? If so, you are certain to have Pyorrhea (Riggs' Disease). Four out of five people who are over forty have it.

To you we earnestly recommend Forhan's. It preserves the gums, which hold the teeth secure. It obviates all gum-tenderness, all gum-bleeding. It even preserves the mouth from premature aging caused by receding gums.

In addition, Forhan's scientifically cleans the teeth. Its taste is cool, antiseptic and distinctively pleasant.

If gum-shrinkage has already set in, start using Forhan's and consult a dentist immediately for special treatment.

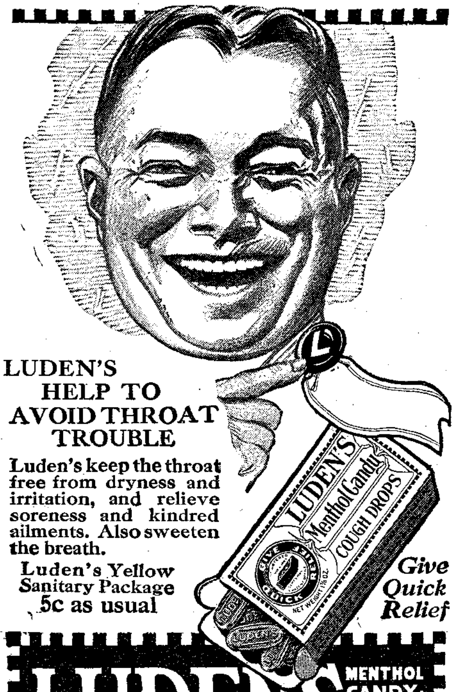
30c and 55c tubes, all druggists.

*FORHAN CO.,*
*196 6th Ave., N. Y.*

**Send for Trial Tube Free**

**TYPES FROM CITY STREETS**

A collection of brilliant character studies of men and women to be met with in the Bohemian life of New York, by HUTCHINS HAPGOOD. A volume packed with human interest, laughter and pathos. *12mo, Cloth. Illustrated. $1.50; by mail, $1.55.*
**Funk & Wagnalls Company, 354 Fourth Avenue, New York**



**LUDEN'S HELP TO AVOID THROAT TROUBLE**

**Luden's keep the throat free from dryness and irritation, and relieve soreness and kindred ailments. Also sweeten the breath.**

**Luden's Yellow Sanitary Package 5c as usual**

*Give Quick Relief*

**LUDEN'S MENTHOL CANDY COUGH DROPS**

had subscribed for a total of $3,035,226,850, or almost 52 per cent. more than the amount offered. The Second Liberty Loan was announced on October 1 in the sum of $3,000,000,000, with the right to allot one-half of any oversubscription. Within thirty days the loan was oversubscribed in larger proportion than the first loan; 9,400,000 men and women subscribed for $4,617,532,300—an oversubscription of 54 per cent. of the amount offered. Of this amount $3,808,766,150 was allotted. On March 26, 1918, was announced the Third Liberty Loan, for $3,000,000,000 at 4¼ per cent. The details of this bond issue may be ascertained in the Department of Investments and Finance of this issue. In December, 1917, the Secretary of the Treasury offered $2,000,000,000 of war-savings certificates to the American people. These certificates will not only assist the financial operations of war, but are expected to have added value in the promotion of thrift and economy among our citizens. Up to March 12, 1918, bonds, certificates of indebtedness, and war-savings certificates and thrift stamps had been issued as follows:

| | | |
|---|---|---|
| First Liberty Loan | | $2,000,000,000.00 |
| Second Liberty Loan | | 3,808,766,150.00 |
| Certificates of indebtedness: | | |
| Total issued | $6,544,435,500.00 | |
| Total redeemed | 3,888,698,000.00 | |
| Total outstanding | | 2,655,737,500.00 |
| War-savings certificates and thrift stamps | | 96,298,402.96 |
| Total | | $8,560,802,052.96 |

Moreover, we have not only provided war-expenses for ourselves, but the Treasury has loaned to the Allied countries an aggregate sum of $4,436,329,750. In considering our effective cooperation with the Allies it must never be forgotten that before it was physically possible to send them support of our Army or Navy we loaned them the strong weight of our financial right and left arms, and that the credit advances, duly guaranteed as to principal and interest, were expended for commodities we had at disposal.

Together with the sale of securities money is being raised for war-purposes by increased taxes, and the Treasury Department informs us that tho the greater part of war-income and excess-profits taxes is not due until June, there has been collected in internal-revenue taxes a total of $566,267,000 up to the middle of March this year, and there has been sold $1,255,000,000 in certificates of indebtedness which will be receivable in payment of internal-revenue taxes. To avoid unnecessary expenditures in public and private enterprises, the Treasury Department suggested that States, municipalities, and corporations consult it before issuing new securities or making contracts for labor and material, so the necessity for such undertakings might be decided on the ground of public health and welfare or the needs of the war. There has been a very general response to this suggestion. Another step of economy taken by the Treasury Department was the discontinuance of letting contracts for public buildings except in cases where they are absolutely necessary. A vivid side-light on war-demands is found in the Treasury's report of the output of the Bureau of Engraving and Printing from April 6, 1917, to March 13, 1918, which follows:

| | |
|---|---|
| 347,522,000 | United States notes and gold and silver certificates. |
| 26,344,248 | National Bank notes and Federal Reserve currency. |
| 138,548,000 | Federal Reserve notes. |
| 11,296,500 | bonds of First Liberty Loan. |
| 16,239,507 | bonds of Second Liberty Loan. |
| 969,977 | Certificates of indebtedness. |
| 267,352,360 | War-savings stamps. |
| 4,984,279,000 | Internal Revenue stamps. |
| 11,873,787,300 | postage stamps. |
| 9,032,160 | sheets of checks, drafts, and miscellaneous. |

Another war-operation under the direction of the Treasury Department is War Risk Insurance, the bureau of which was established at the opening of the war in 1914. The purpose of this bureau was to assist the commerce of the country by insuring hulls and cargoes of American vessels passing through the war-zones. The extent of its operation is shown in the following table:

| | *Sept. 2, 1914, to April 5, 1917* |
|---|---|
| Number of policies (ships and cargoes) | 2,640 |
| Amount insured | $297,363,940.00 |
| Premiums | 5,110,682.64 |
| Losses | 1,523,924.60 |
| Expenses | 55,688.56 |

| | *April 6, 1917, to March 13, 1918* |
|---|---|
| Number of policies (ships and cargoes) | 12,206 |
| Amount insured | $786,517,285.00 |
| Premiums | 35,155,468.74 |
| Losses | 22,900,821.12 |
| Expenses | 57,449.14 |

| | *Totals* |
|---|---|
| Number of policies (ships and cargoes) | 14,846 |
| Amount insured | $1,083,881,225.00 |
| Premiums | 40,266,151.38 |
| Losses | 24,424,745.72 |
| Expenses | 113,137.70 |

By June 12, 1917, an act of Congress enabled the bureau to insure masters, officers, and crews on American merchant vessels against death, injury, and imprisonment by the enemy. Up to March 12, 1918, the record of this branch reads:

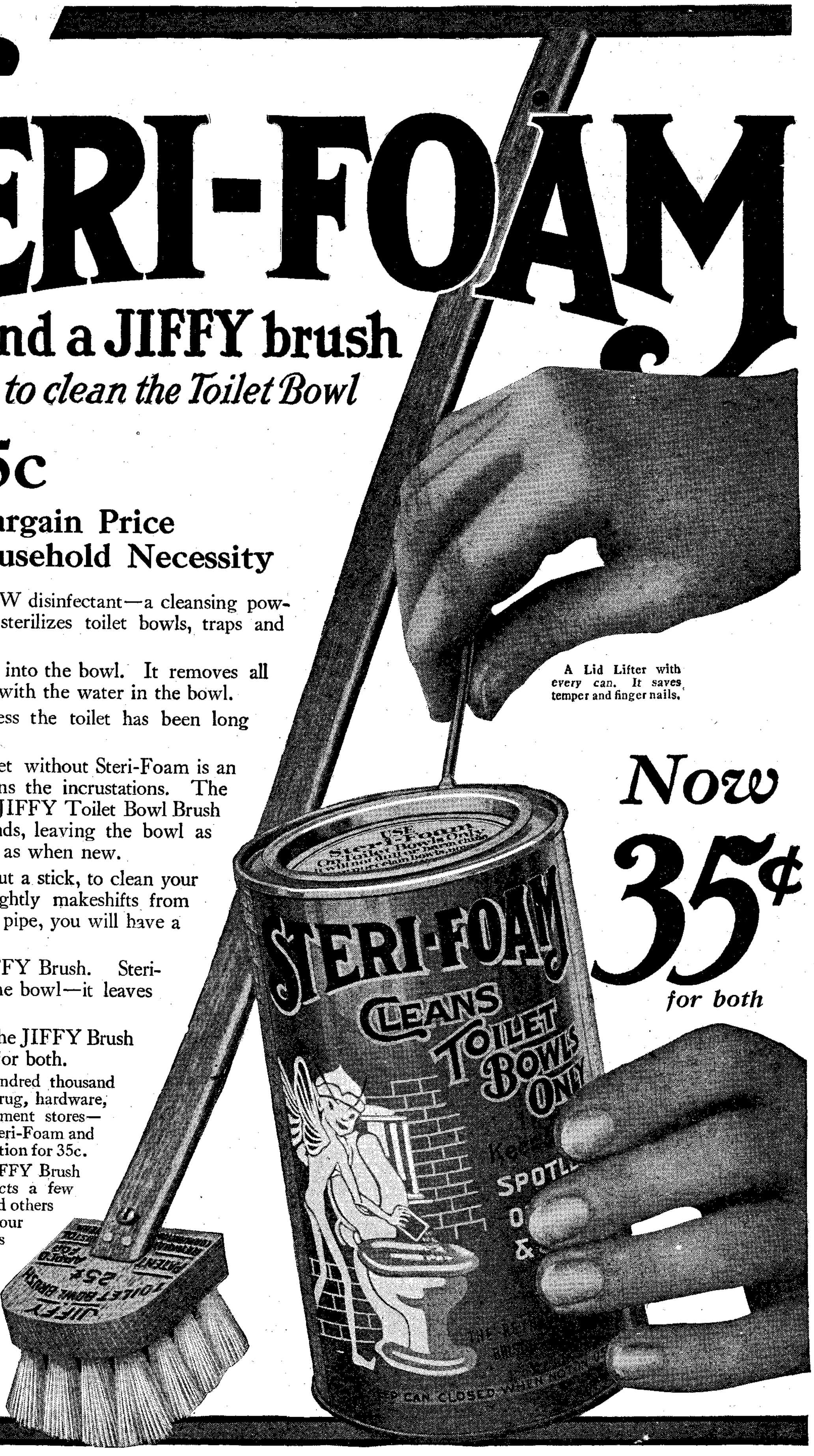
| | |
|---|---|
| Number of policies issued | 782 |
| Number of individuals covered | 56,158 |
| Total insurance written | $92,034,817 |
| Total premiums | 660,905 |
| Total losses | 161,591 |
| Total expenses | 16,128 |

It will be recalled also that the bureau was authorized by Congress October 6, 1917, to insure our soldiers and sailors, so that they may have indemnity in case of injury or compensation to their families in case of death. There was also established a system of allotments and allowances for the dependents of our fighting men. And the Treasury Department reports that up to March 12, 1918, 1,538,851 applicants had been insured for a total of $12,465,116,500. During the month of February, 1918, 593,029 checks were issued by the bureau in payment of allotments and allowances, aggregating $19,976,543, for the support of dependents of soldiers and sailors. There is to be noted also that the Treasury Department has ordered the liquidation of all enemy and ally of

# *Use* STERI-FOAM

## and a JIFFY brush

*to clean the Toilet Bowl*



A Lid Lifter with every can. It saves temper and finger nails.

*Now* **35¢** *for both*

## 35c

### A Special Bargain Price To Introduce a Household Necessity

Steri-Foam is the powerful NEW disinfectant—a cleansing powder that whitens, deodorizes and sterilizes toilet bowls, traps and connections.

Just sprinkle a little Steri-Foam into the bowl. It removes all stains and odor by chemical action with the water in the bowl.

Steri-Foam needs no help unless the toilet has been long neglected.

Cleaning a long-neglected toilet without Steri-Foam is an obnoxious task. Steri-Foam loosens the incrustations. The staunch, long-handled, long-lasting JIFFY Toilet Bowl Brush scrubs them away in a few seconds, leaving the bowl as snowy white and pure and odorless as when new.

Don't use cloths, with or without a stick, to clean your toilet. Banish those unclean, unsightly makeshifts from your bathroom. If they get in the pipe, you will have a plumber's bill to pay.

Use Steri-Foam. Use the JIFFY Brush. Steri-Foam cleans the brush as well as the bowl—it leaves everything clean and odorless.

The big can of Steri-Foam and the JIFFY Brush sell regularly for 25c each, or 50c for both.

To introduce them, more than a hundred thousand stores all over the country—grocery, drug, hardware, house-furnishing, plumbing and department stores—will, for a limited time, sell a can of Steri-Foam and a JIFFY Toilet Bowl Brush in combination for 35c.

Get your can of Steri-Foam and a JIFFY Brush from your dealer today. In some districts a few dealers may not yet carry Steri-Foam, and others may have sold out their supply. If your favorite store can't supply you, send its name and address—on the coupon below—with 50 cents. We will deliver to you promptly, prepaid, a full-sized 25c can of Steri-Foam and a 25c JIFFY Brush.

**The Reynolds Corporation**
Bristol, Tennessee-Virginia

## *Use this coupon NOW*

The Reynolds Corporation
Bristol, Tenn.-Va.

My dealer has no Steri-Foam and JIFFY Brushes, so herewith is 50c for which deliver to me, prepaid, a full-sized 25c can of Steri-Foam and a 25c JIFFY Brush.

My dealer's name is

His address is

*(Write your name and address below)*

L. D. 1

Send for
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Charges

$4 SATIN LINING FREE

Your first suit lined with a guaranteed $4 satin lining without charge—a special proposition to introduce the wonderful values offered by our system of tailoring. We have no agents—no dealers—no traveling salesmen—our values make their own customers—and once a Bernard-Hewitt customer, always a Bernard-Hewitt customer. That's why, to secure your first order, we sell you this high-grade, guaranteed all-wool

**Blue Serge Suit $15**
**Made to Your Measure for Only**

and line it with a fine grade of satin free.

The suit is hand-tailored to your individual measure, from an excellent quality all-wool blue serge (usual $25 value), in any of the latest styles you may select and by thoroly reliable, experienced tailors.

If you don't care for a serge suit, our Spring Catalog, which we will send, contains generous samples of the latest fabrics, plain and fancy mixtures. **Prices $15 to $35. The satin lining goes with any selection.**

All we ask is that you make a trial of our system, that you learn how easy it is to take your own measure and save money on every suit. We take all the risk, you none, for this is our

**GUARANTEE**
**Complete Satisfaction or Money Refunded**

You must be pleased in every particular—in fit—in style—in workmanship and materials, or we don't want your money. Could anything be fairer? Write today—wear tailor-made clothes of exceptional style and value—dress better and save money.

**Catalog—70 Samples FREE!**

Our big, new Spring and Summer Book is ready for you—contains 70 samples latest woolens—also lowest prices on men's hats, shoes and furnishings. It is your guide to correct and economical clothes buying. Write now.

*Please mention Literary Digest so that we can identify this special offer.*

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on rebuilt at the factory by the well-known "Young Process." Sold for low cash—installment or rented. Rental applies on purchase price. Write for full details and guarantee. Free trial.
**YOUNG TYPEWRITER CO., Dept. 637, Chicago**

"There's something about it you'll like"
On Sale Everywhere
TRADE MARK
Herbert
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Smoking Mixture
Sample upon request
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enemy marine, fire, and casualty insurance companies. All other foreign insurance companies must have licenses from the Secretary of the Treasury. From the Treasury Department we hear further that the United States Public Health Service has safeguarded the public health especially in the neighborhood of army camps and cantonments. Plans are under way to expand this service, and a campaign of education is being waged in the schools to do away with malnutrition, and thus insure vigorous adults in the coming years. As a result of the Trading with the Enemy and the Espionage acts, we are told, the Custom Service has taken on the war-time obligation of supervising exports as well as imports, and vessels and seamen in our harbors. Immediately upon the declaration of war the Treasury Department, through the Customs officers, seized sixty-five German ships in seventeen different ports of this country. Similarly, a few days later, fourteen Austrian vessels were taken, and all these ships have been handed over to the Shipping Board or the Navy. We are reminded also of the President's proclamation of December 26, 1917, by which the Secretary of the Treasury was appointed Director-General of Railroads, which put under his control the 250,000 miles of railroads in the United States. Not the least of the Treasury Department's effort has been given to farm loans, of which we are privileged to quote the following official account:

The practical operation of the Federal Farm Loan Bureau has been almost coincident with the first year of the war. While the members of the Farm Loan Board took the oath of office on August 7, 1916, they were occupied from that date until February, 1917, in the preliminary task of determining the boundaries of the twelve districts established by the Farm Loan Act, the location of the bank in each district, and the selection of the officers and directors of those banks. The first bank was chartered March 1, 1917, and the first Farm Loan Association March 27. The first loan was closed in April, 1917. Up to January 1, 1918, there had been 2,407 Farm Loan Associations chartered. In the month of February, 274 additional associations were incorporated, and the number in March will probably be about 250, so that the total number of associations chartered in the first twelve months will be about 2,931. These associations average about twenty members each, and their loans aggregate about $40,000 each, so that the 2,931 associations will represent a total membership of about 58,620, and a total of about $117,240,000 loans.

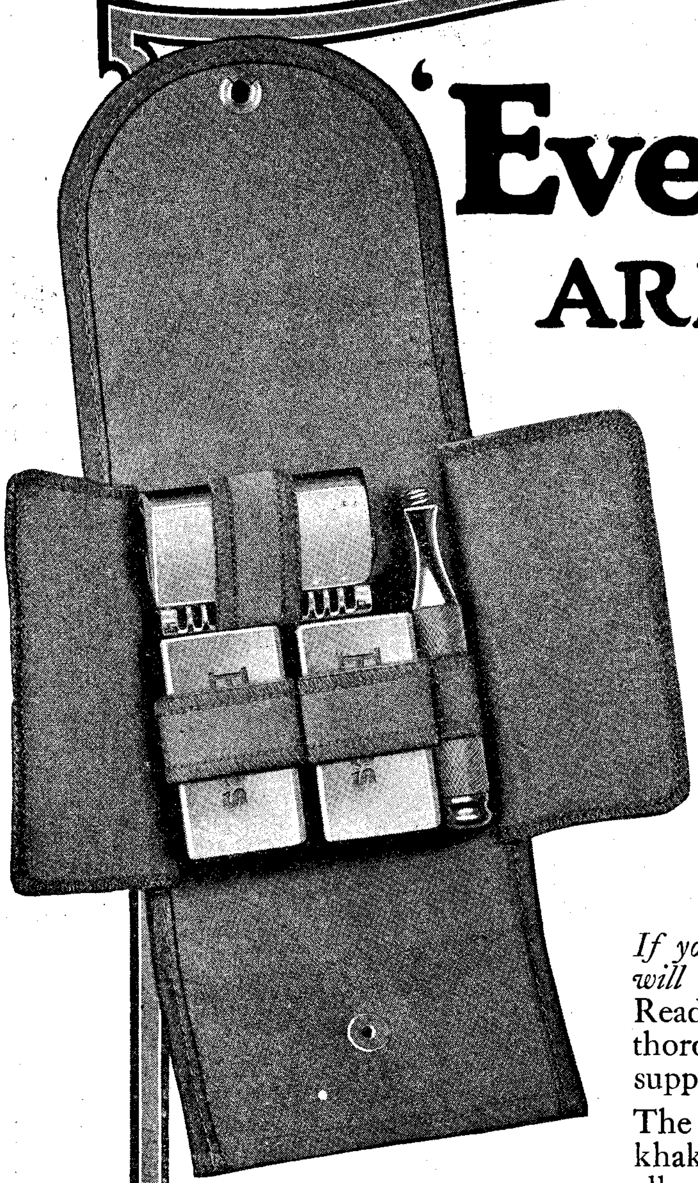
Up to January 31, 1918, there had been 112,146 applications for loans aggregating $260,556,981. Of these applications 71,035 had been approved to the amount of $139,050,471, while 24,020 had been closed, amounting to $50,782,432. A considerable proportion of the applications for loans have been either rejected, reduced, or withdrawn. The loans closed in the month of February amounted to a little over $11,000,000, and for the month of March they will probably approximate $15,000,000, making the total of the loans closed for the first year something in excess of $75,000,000.

Loans have been made in every State of the Union, in amounts ranging from $100 to $10,000. These loans have all been made to owners cultivating their own lands, and for one or more of the purposes specified in the act, viz., the payment of existing indebtedness, the purchase of land, the making of improvements, or the purchase of fertilizers, live stock, or farm equipment. Where they have been made for the payment of existing indebtedness, they have relieved the farmer of doubt as to his ability to meet the maturing principal of his mortgage, by enabling him to substitute an amortized mortgage, upon which he makes annual payments of a constant amount until the principal is liquidated. The loans for the purchase of land have brought under cultivation many acres of land that ware lying idle, while the loans for equipment and improvements have increased production and made profitable many farms that were under-equipped and comparatively unprofitable.

The operation of the system has had the effect of making a reduction of at least one per cent. in the average rate of interest on farm loans. The money loaned by the twelve Federal Land Banks represents their initial capital of $9,000,000; their increased capital of about $3,000,000 resulting from subscriptions to stock by Farm Loan Associations; the sale of over $30,000,000 Farm Loan bonds to the public, and the sale (to March 1, 1918) of $15,000,000 bonds to the Treasury, under the war-emergency amendment to the Farm Loan Act, passed in January last. In addition to the twelve Federal Land Banks, there have been five Joint Stock Land Banks incorporated under the act, and these banks have made loans to the amount of approximately $3,000,000.

### OUR WAR SHIPPING BOARD

According to the Hon. Edward N. Hurley, Chairman of the United States Shipping Board, failure to provide ships would mean failure in the war, and it has been necessary to meet this imperative need at the most crucial period of the war's history and at a time when every other industry is taxed to utmost capacity. Tonnage requirements that would demand even in peace times enormous effort were quadrupled in difficulties because all branches of the military service were seeking the same materials and labor, while at the same time we have had to give the aid of labor and material to the Allies. Mr. Hurley points out also that we were not a maritime nation, having few ships under



# 'Ever-Ready' ARMY RAZOR

## $1.00

### The 'Ever-Ready' Safety Razor Has Donned Khaki

Uncle Sam adopted the 'Ever-Ready' for the Army and Navy and here it is in its new service uniform.

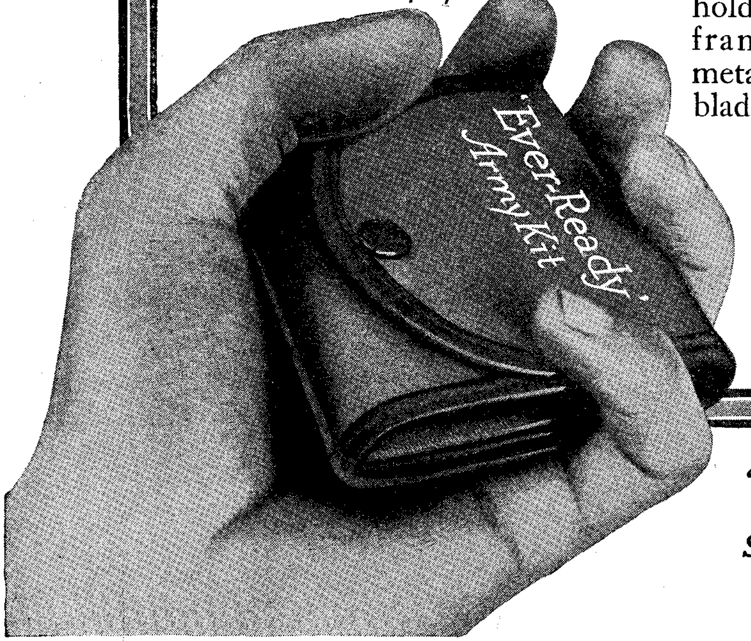
Here it is in Khaki—snug and tight, compact and bright—ready to be slipt into pocket or corner of kit bag—light in weight, requires no space—a real aid to military efficiency.

*If you don't buy the 'Ever-Ready' over here, you will have to buy it "Over There."* The 'Ever-Ready' is the only dollar razor that has official, thorough and guaranteed distribution of blade supply in France and England.

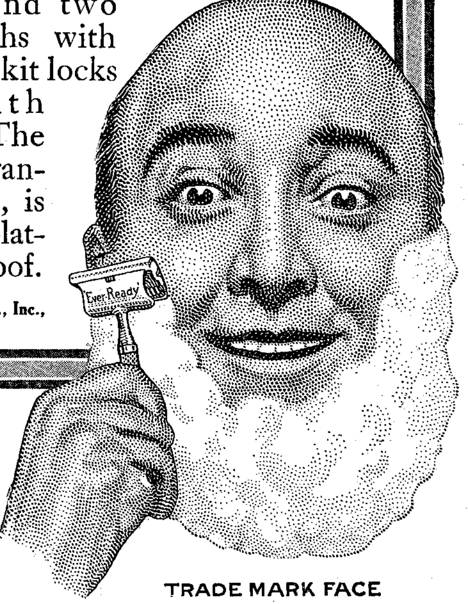
The new case is made of staunch, wear-resisting khaki fabric; rubberized and waterproof, with all edges securely stitched and compartments for holding the 'Ever-Ready' frame, handle, and two metal blade sheaths with blade supply. The kit locks securely with snap button. The frame is guaranteed ten years, is triple nickel plated and rustproof.

American Safety Razor Co., Inc.,
Brooklyn, N. Y.

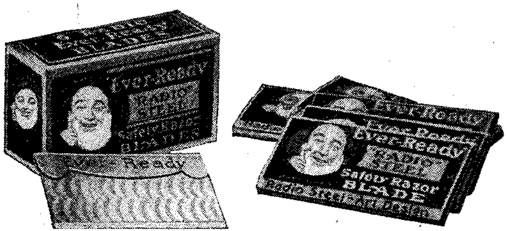
*From Actual Photographs*



***'Ever-Ready' Outfit in Standard Case $1.00***



TRADE MARK FACE



### *Extra 'Ever-Ready' Radio Blades, 6 for 30c.*

'Ever-Ready' Blades are individually guaranteed to be the highest efficiency attained in blade making. They have the edge on any blades made. Each blade is protected in a patented package that insures it against rust, dust or dulling contact.

*Sold by dealers everywhere, also at all Army and Navy Canteens here and abroad,*

WATER
SUPPLY
SYSTEMS
V K
THE Modern Way
V K

**Running Water**
**Hard-Soft-Hot-Cold**

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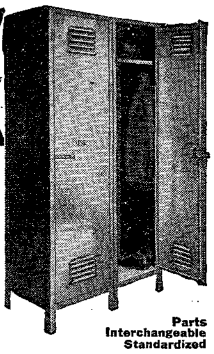
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the flag, a few widely scattered shipyards, and that merchant marine construction had become almost a lost art. At the moment when the Navy was expanding far beyond all records, and required that the established yards rush construction on dreadnoughts, destroyers, submarines, fuel-ships, tenders, and other auxiliary craft, and when munition-makers were absorbing the skilled labor that had not been called to the government navy-yards or private ship-building plants, the Shipping Board was asked to surpass the world in the upbuilding of a merchant marine.

At the beginning of the war there were less than forty steel shipyards in this country. Since that time the Board has emplaced eighty-one additional steel- and wood-yards, while eighteen smaller yards have been expanded. To quote Mr. Hurley: "It took Germany forty years to build up her military machine. In less than eight months we have built up a shipbuilding machine which when it gets into full swing will defeat the military machine of Germany." As examples of American quick action, the Chairman states:

"The record made by the Skinner & Eddy Company, of Seattle, is a case in point. That company laid the keel for an 8,800-ton vessel which was launched in sixty-four days. She was delivered to the Fleet Corporation on January 5, and started on the first voyage on January 14. This record accomplishment shows what can be done in live, wide-awake, efficient American shipyards.

"We received a telegram from the Moore Shipbuilding Company, of Oakland, California, announcing the successful launching of one of their large vessels. Twenty minutes later we received another telegram from the same company announcing the launching of a second ship of the same type, and forty minutes afterward a third telegram saying that a third vessel of similar character had gone overboard. This was the record of one American shipyard: The launching of three 8,800-ton vessels in a single afternoon, an accomplishment which, I believe, is unrivaled in the world's annals of shipbuilding.

"There are two methods for computing the construction of tonnage to show what is accomplished. One is by showing the tonnage in the water. When a great many ships are put under construction at the same time the question that should be asked is how are these ships progressing; how near to completion is the vast program. I will give you the answer.

"The total amount of our steel construction program to-day is 8,205,708 deadweight tons. This is made up of 5,160,300 deadweight tons under contract with the Emergency Fleet Corporation, and 3,045,408 deadweight tons of requisition vessels. Of this total steel construction, 2,121,568 deadweight tons, or approximately twenty-eight per cent., has been completed. That means that in addition to the building of our big new yards we have also been building ships. That is the program for steel ships advanced twenty-eight per cent. toward completion. Of the amount of steel ships under contract and under requisition, 655,456 deadweight tons, or approximately eight per cent., were actually completed and in service on March 1 of this year. This amount of floating tonnage exceeds our total output in 1916, including steel, wooden, and sailing vessels by approximately fifty per cent."

Chairman Hurley tells us also that the Germans thought they would prevent us from using their vessels in American waters by crippling the machinery, but American ingenuity spoiled their trick, and with the expenditure of $8,000,000 we have succeeded in placing in our war-service and in the service of the Allies 112 first-class German and Austrian vessels, which represent a carrying capacity of nearly 800,000 deadweight tons. Of acute interest is the statement of Chairman Hurley on labor, which he calls the "strong right arm" of the Shipping Board. As to conscription of labor for the shipyards he is opposed to such a policy. The vast majority of our workmen are men of intelligence, he tells us, and when they realize that defection on their part will not only imperil the nation, but also injure their fellow workers in almost every field of industry, he feels persuaded that they will respond to all demands made upon them. He does regret, however, that there are some workers who have not yet sensed their responsibility. Many are not working to their full capacity, and many, because of the high wages they are receiving, incline to take too many holidays. Shipyard labor is to-day receiving the highest rate of wages ever paid for this work in the history of the world. The additional cost of our ships, due to increased wages in shipyards, will be in excess of $300,000,000. The Shipping Board expects, therefore, that labor "will render for this increase of wages a corresponding increase in production—that is, the output of ships." The chairman further informs us that the scale of wages arranged by the Shipping Board's labor adjustment board has been liberal. The Board has not blamed labor for the reduced average output in various yards, but he expresses the wish that the whole body of labor should put forth its maximum effort, encouraging each individual workman to do his best without any fear of establishing new average standards when the output is increased. Chairman Hurley proceeds:

> "There have been inefficient shipyard owners as well as inefficient workmen. Where there is an inefficient owner, who does not understand the view-point of labor and who thinks only of his profits, labor has a right to complain. In the speed which was necessary in the early days, when the plans were being made and the first contracts were being let, some of the work was given to men who have not proved their ability to get results. As we have strengthened our contracts and distributed the work with greater deliberation and care, we have likewise had in mind the weeding-out of the employers who are not getting the results which experience has shown us we should get from efficient men. We

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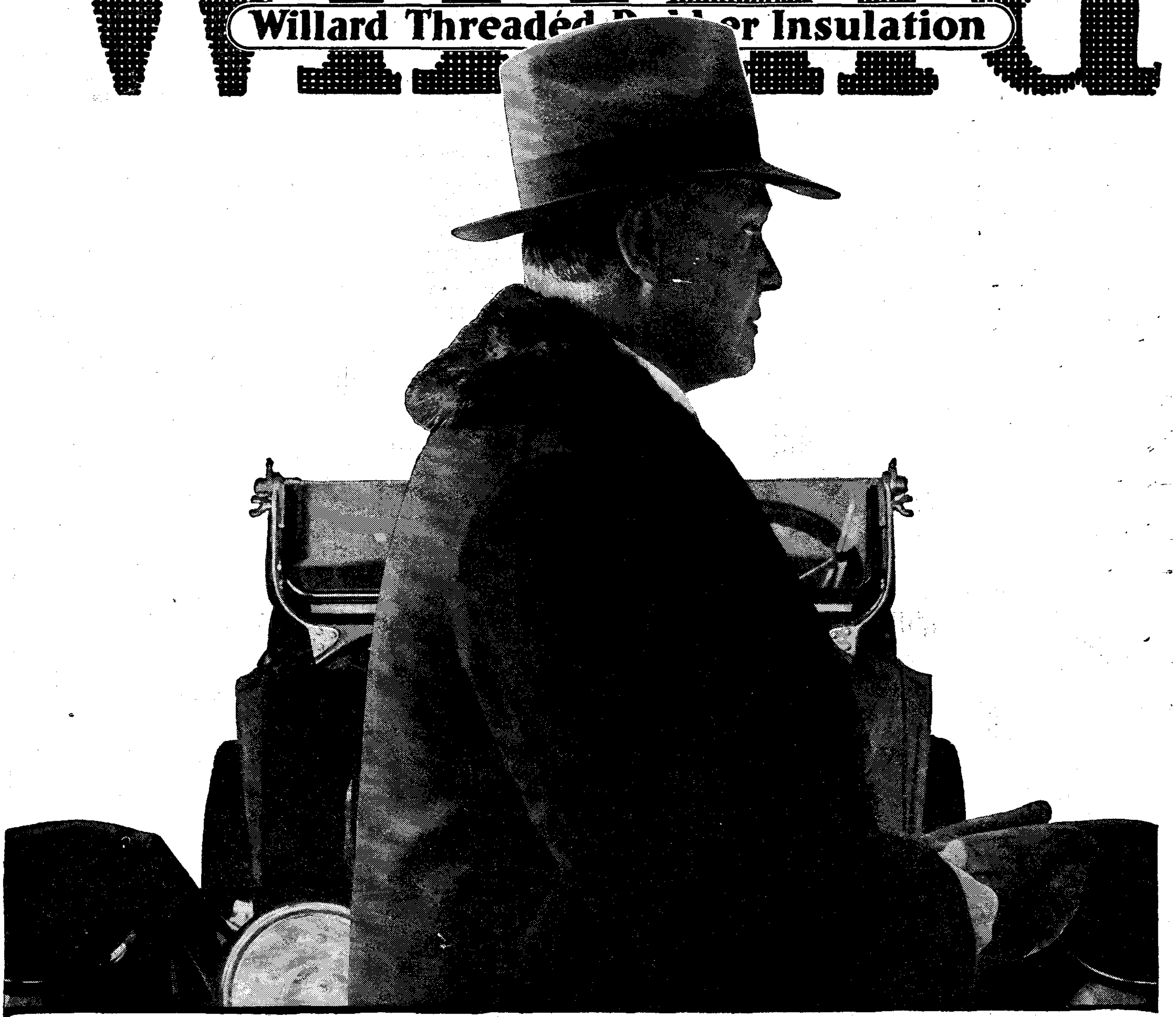

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intend to know what the costs and the profits are in every yard. We feel that the public is entitled to this information.

"We have felt that it was our duty to see to it that the problem of housing the workmen in these vast new plants we have been creating was solved with care. We have not rushed into this work with closed eyes. Our duty is to guard the public expenditures; to see to it that there is no abuse of the liberality of Congress in the matter of appropriations. Every dollar expended must bring a dollar's worth of return to the Government. The cost-plus system has been banned by Congress in the housing operations, because Congress itself, as well as the rest of us, have felt that there should be a greater check, not merely upon profits, but upon the actual cost of all work done for the Government.

"The new yards have been established, wherever possible, away from the congested districts, and while this was necessary, it brought with it the problem of transportation as well as of housing. We are arranging now for proper transportation as well as for proper housing.

"Training of new workmen for the yards has, in itself, proved a difficult task, but we are accomplishing it. We have established a large training-school at Newport News, to which 247 skilled mechanics, selected from twenty-two yards, have been detailed for a six weeks' course of intensive training to fit them as instructors for recruits brought into the various shipyards. Our latest report shows that 115 of these have completed the course and have been sent out as instructors. These men represent sixteen trades. The men who are taking this instruction course will be capable of training an industrial army of 37,000 men. A department for training electric welders has also been established.

"We have recruited a volunteer force of 250,000 highly skilled mechanics who have, with a patriotism that has made us all proud, agreed to hold themselves in readiness for our call. These men are being held in reserve, remaining in their present employment until such time as in the development of our yards the demand arises for their services.

"As a further evidence of the organization which has already been effected, let me say that in 1916 there were less than 45,000 men employed in all the shipyards of the country, and on March 2, 1918, we had increased this number to 236,000, of which 170,589 were working on actual ship-construction and the remainder in yard-construction and other branches of the industry. Thousands of others are employed in taking out the timbers for our wooden construction and at the scores of inland steel-plants which are fabricating the parts for steel vessels.

"This brings me to the point where I desire to make a brief reference to what have been popularly termed our three fabricating shipyards. The term is more or less a misnomer, for these yards, located at Hog Island, Newark Bay, and Bristol, Pennsylvania, are in reality assembling-yards. The ship-building materials which will go into the making of vessels launched at these yards are being fabricated in scores of steel-plants, scattered throughout the country as far West as Omaha, Neb. In some instances ninety-five per cent. of the work on these materials is being done at points far remote from the shipyards. The so-called fabricated ship is almost a new method of ship-construction—almost as new to England as it is to us. But from the progress of the work as it has thus far developed we are confident that it will be the means of adding millions of tons to our merchant marine.

"These three assembling-yards, with their fifty ways at Hog Island, twenty-eight at Newark Bay, and twelve at Bristol, will, when they are in full operation, produce in a single year more ships than England, the greatest maritime nation of the world, has ever been able to turn out in the same length of time. Already at the yards of the Submarine Boat Company at Newark Bay, fifteen keels have been laid, and thirteen more will be put down as soon as the remaining ways, now in course of construction, are completed. By the time the last way is finished the vessel on the first way will be well on toward completion; and as soon as it is slipt into the water another keel will be laid in its place, and we will thus have a continuous series of vessels dropping into the water from this yard at the rate of two a week. Even greater tonnage will be produced at Hog Island, with its larger number of ways and the bigger type of vessels which are being constructed there.

"When the high point in the curve of production finally is reached and the magnitude of America's ship-building program is realized, it will be a continuous performance of production and launching.

"If you will take a glance at the map of the world you will see that three-fourths of it is covered with water. Great Britain long ago made it her policy to maintain control of this greater part of the world's surface. But we also have taken first rank among the Powers, and our first need is for a great merchant marine. Our gigantic program for ship-construction will place us in a position where we can rely on native resources rather than be dependent on the fleets of our competitors, as it has been very largely in the past. No nation can be great commercially unless it has its own manufacturing and its own shipping, and this is the goal which will be passed in peace if we can reach it in war.

"There is no doubt that we are destined to be one of the leading ship-building nations in the world.

"We will have the largest number of shipyards, the materials, and the labor, and when our ship-building plants are completed and are well organized on sound business lines so as to produce ships cheaply and rapidly, we will not only produce sufficient ships to become the leader in the commerce of the world by furnishing transportation at reasonable rates, thereby performing a service to the rest of the world, but we will build ships in such large numbers and at such fair prices that we will become the Mekka of the ship-building trade of the world.

"I have outlined the entire situation—in utmost frankness—concealing nothing, for we have nothing to conceal. Shipping is the essence of the struggle in which the world is now engaged—the central beam in the whole war-structure. If that fails, all else fails. We are engaged in a race with the submarine. We, of the Shipping Board, are alive to the needs of the situation. The whole Government in Washington is alive to it, and there is complete cooperation to bring success in this greatest task to which America has set herself."

## FOOD FOR OURSELVES AND THE ALLIES

Mr. Herbert Hoover, American, famous as the chief of the Belgian relief long before we got into the war, was asked by cable to London by President Wilson in May, 1917, to come to Washington to report on the food conditions of the Allied countries. By authority of the Food Control Act of August 10, 1917, President Wilson appointed him Administrator of the United States Food Administration. The organization of this emergency department of war-activities rapidly expanded until at the close of our first war-year the personnel in the Washington offices include about one hundred volunteers—heads of departments, assistants, and others—and seventeen hundred paid employees—clerks, stenographers, typists, and others. There is an official representative of the Food Administration in each State (as well as the District of Columbia, Alaska, Porto Rico, and Hawaii), called Federal Food Administrators, and each one has a staff in the capital city of the State. In addition, an elaborate county organization has been effected in forty-one States. Altogether, there are at present two thousand six hundred county Food Administrators with an average of four thousand organized workers in each State officially affiliated with the Food Administration. These workers include governmental and municipal officials, such as health officers, pure-food inspectors, weights and measures inspectors, and also many teachers, officers in women's clubs, and so forth. The staff of each Federal Food Administrator and each County Administrator is organized, as far as it may be in general correspondence, to the staff organization at Washington, including divisions of conservation, distribution, cooperating organizations, educational publicity, and the like.

A conspicuous feature of the work of the Food Administration is the constant conferring by the United States Food Administrator and the Federal Food Administrators with representatives of different food trades and organizations, and with producers and consumers and distributers. Mr. Hoover has held not less than two hundred and fifty of these conferences in Washington, which have been attended by leading representatives of all food interests from all over the country. No regulations have been made, nor any important requests for cooperative work, without previous consultation and conference with the groups most directly interested.

As a result of the activities of the Food Administration, the United States has been able to maintain a constant sending of the needed foodstuffs overseas, without radical disarrangement of ordinary commercial practises in the United States, and without any serious hardship to the people of the country. Altho war-prices must obtain during times of war, not only in the warring countries themselves, but in all neutral countries having direct commercial relations with the countries at war, the United States Food Administration has been able to stabilize the prices of the more important staple food commodities

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and to prevent profiteering to a very large degree. It has met, on the whole, with a wide-spread, earnest, and effective cooperation from the people of the country and has been able to effect an actual conservation of food which, tho it can not be express in exact figures, is none the less real. The Food Administrator has recently estimated that the consumption of wheat in the United States is now at least fifteen per cent. below the prewar normal.

From July 1, 1914, to March 1, 1918, the United States exported to Europe enough food to ration completely 60,000,000 people, with an additional protein ration for 23,000,000 more. The total exportations of wheat and wheat-flour (in terms of wheat) to England, France, and Italy in this period were 526,059,000 bushels, or an annual average of 143,471,000 bushels. The pork exports have amounted to 3,000,000,000 pounds (818,335 per year, on the average), and the exports of fresh beef reached 660,318,000, or an average yearly of 180,087,000 pounds. The export of dairy products has amounted to 604,000,000 pounds, giving a yearly average of 164,786,000 pounds, and the sugar exports have reached the total of 2,850,000,000, which means a yearly average of 777,234,000 pounds.

The whole effort of the United States Food Administration can be summed up in a single sentence: it is trying to help win the war by mobilizing the entire food-sources of America and the patriotic cooperation in food-control and food-saving of all the people of the nation. There follows the account of its stewardship.

On August 14 the President, on the recommendation of the Food Administrator, authorized by executive order the creation of the Food Administration Grain Corporation, with a capital stock of $50,000,000. On the same day the Food Administration issued an order requiring the obtaining of licenses by all wheat and rye millers and elevators excepting millers operating mills of a daily capacity of one hundred barrels or less.

On August 30 the President announced the fair price of wheat ($2.20) which would be paid by the Government. This price has been determined by the Fair Price Committee, representing producers and consumers, appointed by the President.

On September 4, the Food Administration Grain Corporation opened its offices for the purchase of wheat.

These various measures affecting the handling of wheat and wheat-flour thus put into force gave the control of the wheat and wheat-flour of the country into the hands of the Food Administration. As a result it has been possible to establish and maintain a price for flour which affords a material increase in the price obtained by the wheat-farmer and a material decrease in its cost to the consumer. This has been accomplished by a radical cutting out of the middleman profits.

On September 7 the second step in the adoption of a general licensing system for the food-trades was taken by the issuance from the Food Administration of a regulation requiring all importers, manufacturers, and refiners of sugar, sirups, and molasses to secure licenses.

On October 1 an arrangement with the sugar-refiners was effected by which they agreed to refine sugar on a net margin between the cost of their raw material and the selling price of the refined product of approximately 1.3 cents per pound after trade discounts were deducted. This arrangement stabilized the price of all sugar consumed in America and sent to the Allies, and prevented the otherwise inevitable sky-rocketing of prices to the consumer which was plainly imminent.

On October 8 importers, manufacturers, storers, and distributers of sixty-four staple food-commodities were required to secure licenses. The development of the licensing system was continued by regulations issued later as follows: November 7, manufacturers of bakery products using ten barrels or more of flour per week were required to secure licenses; November 15, manufacturers, importers, storers, and distributers of white arsenic and insecticides containing arsenic were required to obtain licenses (this being made necessary by the growing difficulty of farmers, gardeners, and orchardists in securing sufficient arsenical insecticides for the proper production of their crops); January 3, 1918, all importers, manufacturers, storers, and distributers of ammonia, ammoniacal liquors, and ammonium sulfate were put under license.

On January 10, 1918, importers, manufacturers, storers, and distributers of feeds (for animals) and of alimentary pastes (macaroni, spaghetti, etc.); all persons engaged in the business of manufacturing any products derived from wheat or rye; certain canners of peas, dried beans, corn, tomatoes, salmon, and sardines who were not included in the proclamation of October 8, all salt-water fishermen engaged in the commercial distribution, including catching and selling, of salt-water fish, were required to secure licenses. Finally, on January 30, bakers using three barrels and over of flour each month and roasters of green coffee were required to secure licenses.

Through its Division of Distribution, the Food Administration has licensed eighteen thousand grocers, including all wholesale dealers and those retailers doing a business of $100,000 a year and over. These merchants are subject to the rules and regulations issued by the Food Administration, and if they do not observe them their licenses can be revoked. One of the most important of these rules provides that the licensee shall sell on the basis of actual cost rather than on the market as heretofore. This is a very radical change from usual commercial practise, but the great ma-

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In thousands of the Famous Kitchens of the United States—in the Restaurants of the Senate and House of Representatives at Washington—in the U. S. Pure Food Testing Laboratories—in Hotels, Clubs, Public Institutions, Hospitals, Colleges, Restaurants and Private Residences—wherever efficient refrigeration is demanded the McCRAY is used.

The superiority of the McCRAY is not accidental. It is the result of over 30 years' experience in building high grade refrigerators.

McCRAY

Sanitary Refrigerators

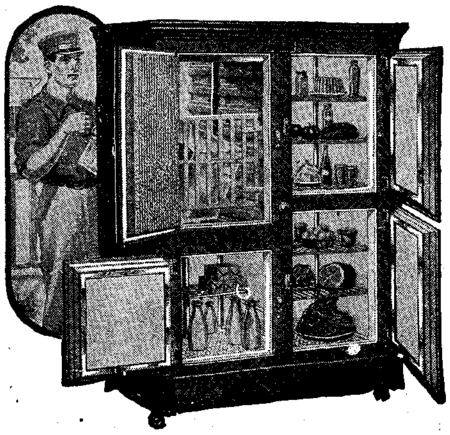
prevent waste and spoilage of perishable foods by keeping them fresh and healthful. The McCRAY Patented System of Refrigeration gives a constant circulation of cold, dry air, which prevents tainting or odors.

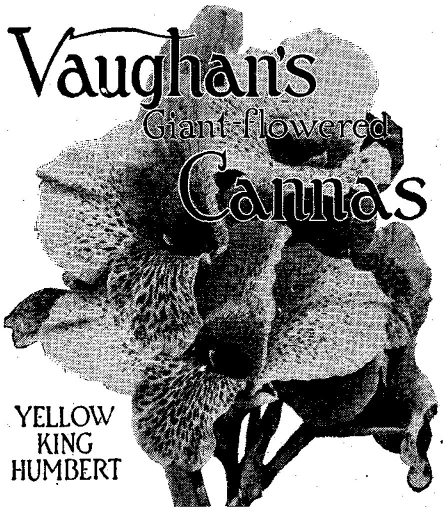
Any McCRAY Refrigerator can be arranged with outside icing door for icing from the side or rear porch. This permits the milkman to put the milk on the ice immediately—it also keeps the iceman with his muddy tracks outside your kitchen and relieves you entirely of this annoyance.

Let us send you our catalog which illustrates and describes a great variety of stock sizes—ranging in price from $40.00 up. Special sizes are built to order for particular requirements or to match the interior finish. Ask for catalog—

No. 93 for Residences
No. 62 for Meat Markets
No. 71 for Grocers and Delicatessens
No. 51 for Hotels, Restaurants and Clubs

McCRAY Refrigerator Co.
824 Lake Street Kendallville, Ind.
*Salesrooms in All Principal Cities*





Vaughan's
Giant-flowered
Cannas

YELLOW
KING
HUMBERT

IT is well that we keep the home fires burning, also well that the home grounds everywhere in America be kept at our best standards. No plants make such an effective Summer showing in lawns and borders. For 20 years we have specialized in these Grand Tropical Plants. Here are our choicest three for 1918—

**YELLOW KING HUMBERT** 4-foot. First Giant Yellow Canna. Golden yellow, spotted red, green foliage. Unequalled in its magnificence. **Each, 25c; doz., $2.50.**

**KING HUMBERT** 4-foot. The largest and best scarlet-flowered, bronze-leaved Canna. **Extra size, each, 20c; doz., $2.00.**

**HUNGARIA** 3½-foot. The most wonderful Pink Canna. Planted alone or with Yellow King Humbert, the effect is magnificent to behold. **Each, 25c; doz., $2.25.**

**3 each of above** (9 plants)..........**prepaid, $2.00**
**6 each of above** (18 plants)..........**prepaid, 3.50**

*All other leaders in Cannas, Roses, Gladioli and Hardy Perennials, described in our 152-page catalogue, "Gardening Illustrated." Mailed FREE everywhere.*

**VAUGHAN'S SEED STORE**
31-33 W. Randolph Street, Dept. D, CHICAGO
41-43 Barclay Street, Dept. D, NEW YORK

*Chefservice* in your home
—ask your grocer for
Purity Cross

Creamed Chicken a *la King*, Welsh Rarebit, Lobster *a la* Newburg, Creamed Finnan Haddie *Au Gratin*, Creamed Codfish, Creamed Salmon *with Green Peas*, Spaghetti *Au Gratin*, *Special* Italian Spaghetti or Graced Spaghetti, Ready to heat and serve.
Purity Cross Chefservice
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The Purity Cross mark

ISBELL'S
WAR GARDEN
SPECIAL

Colossal Collection of
World's Best Seeds

Food will win the war. Produce it. A war garden is your chance to help. Here's a mammoth assortment of famous Isbell strains—tested—carefully selected, big yielding varieties. Will grow a sufficient quantity of fresh vegetables to supply big family—summer, fall and winter.

1-2 Pt. Beans (Early Wax) 20c
1-2 " Peas (Dwarf Sw't.) 20c
1 Pkt. Sweet Corn .... 10c
1 " Beets (Early).... 5c
1 " Cucumber (Pickl.) 5c
1 " Onion (Large Red) 10c
1 " Parsnip (Winter) 5c
1 " Cabbage (Main Crop) . 10c
1 " Carrott (Sweet Table) 5c
1 " Lettuce (Early Curl.) . 5c
2 " Radish (2 Kinds) .... 10c
1 " Tomato (Large Red) .. 10c
1 " Turnip (For Winter) .. 5c
1 " Swiss Chard (Greens) . 5c
$1.25
1 Copy Profitable Gardens 0.25
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$1 Only

Here's the Offer

Each package is genuine Isbell brand. Bought singly would cost $1.50. In special War Garden assortment only $1.00. Order now. Pin a $1.00 bill to your letter. Your money refunded if you are not satisfied.

How and When to Plant—
A Wonderful Book

Gives complete directions. Enables anyone to grow big crops. Market Gardeners use it. Sells regularly at 25c per copy. We include it to assure success of your garden. **Isbell's 1918 Seed Annual also Free.** A postal brings it whether you order the War Garden Special or not.

**S. M. ISBELL & CO.**
1040 Mechanic St., Jackson, Mich.

PROFITABLE GARDENS
FREE
S. M. ISBELL & CO.
JACKSON, MICH.

jority of dealers have cooperated willingly, and the monthly reports which they are required to send into the Food Administration, showing their profits on the licensed articles, have been very satisfactory.

The Food Administration has no power to license retailers doing a business of less than $100,000 a year, and these constitute over ninety-five per cent. of the retail grocers of the country. An extensive campaign, however, has been carried on by the Distribution Division, to enlist the cooperation of these unlicensed retailers. Through the help of the traveling salesmen of the large wholesale houses, who have been made special representatives of the Food Administration, 250,000 out of the 350,000 retail grocers of the country have been enrolled as members of the Food Administration. Each retail grocer who is a member of the Food Administration signs a pledge to give his customers the benefit of fair and moderate prices. A poster to this effect issued by the Food Administration is displayed by each retailer who has joined the Food Administration, so that every customer who comes into his place of business can see it.

Any retailer who does not live up to the pledge and charges exorbitant prices runs the risk of having his supplies cut off, for wholesalers are forbidden to sell to violators of the law, under the penalty of having their licensed revoked.

On January 18 the President issued a proclamation, urging a more intensive effort to save food, especially wheat. On January 26 the Food Administration issued certain wheat-conservation rules, which required millers to produce one barrel of flour (196 pounds) from 264 pounds of wheat. This produces a flour which is still white, but which includes from two to four per cent. more of the wheat-berry than that produced in accordance with the previous milling custom. This measure raised the milling extraction to approximately seventy-four per cent. according to the American ratio, which is equivalent to about 79 per cent. in terms of the European ratio. It is of interest to note that the milling ratio has, for some time, been about 81 per cent. in England, 85 per cent. and 80 per cent. in France, and 90 per cent. in Italy (all reckoned in accordance with the European ratio).

These rules also limited cereal wholesalers to the purchase from the millers of not more than seventy per cent. of their wheat purchases for the corresponding months of 1917, and required them, in making sales to the retail trade, to sell wheat-flour only when other cereals were purchased in the same amounts—that is, one pound of other cereals with each pound of wheat-flour.

The retail dealers were also required to sell wheat-flour to consumers only with an equal weight of other cereals (corn-meal, corn-flour, edible corn-starch, hominy, corn-grits, barley-flour, potato-flour, sweet-

Burpee's
Seeds
Grow

*Food will win the war*
*Produce it!*

Five of the Finest
Fordhook Vegetables

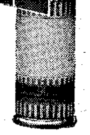
For 25c we will mail one packet each of the following:

**Bean** Fordhook Bush Lima
**Beet** Burpee's Columbia
**Lettuce** Wayahead
**Radish** Burpee's Scarlet Button
**Sweet Corn** Golden Bantam

together with, "Suggestions on Seed Sowing." Five collections for $1. to different addresses if so ordered. If purchased separately, each collection would cost 55c.

Burpee's Annual
216 pages, 103 colored illustrations
of Vegetables and Flowers, is mailed free upon request. Write for your copy today.

**W. Atlee Burpee & Co.**
**Seed Growers** **Philadelphia**



NITRO-FERTILE
For
Lawns
and Gardens

DON'T BE satisfied with halfway results. Note the photograph below which shows *on the right* how a Cleveland florist improved his results by the use of Nitro-Fertile.

NITRO-FERTILE is a clean, *odorless* and *complete* plant-food in liquid form which makes greener lawns and more fruitful gardens. $1.00 fertilizes 1500 square feet.

Sample makes 2 gallons plant-food

Send 25c to cover postage and cost of sample for 10-day garden or indoor test. Complete instructions enclosed.

THE FERTILE CHEMICAL CO.
605 Ellastone Bldg.
Cleveland, Ohio

ENTER A BUSINESS of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. *Address* **Stephenson Laboratory, 3 Back Bay, Boston, Mass.**

*Grow* GLADIOLI
FLOWERS ALL SUMMER FOR $1

There is no flower that is so easily grown and blooms so readily as the Gladiolus. The long spikes are graceful and fascinating in their great array of colors; if cut as first flower opens and placed in water, the flowers develop for a week, even to the last bud. Commence planting in April and repeat at 10-day intervals until end of June, and you will have flowers until late Autumn. Leaflet "How to Grow" included in each order.

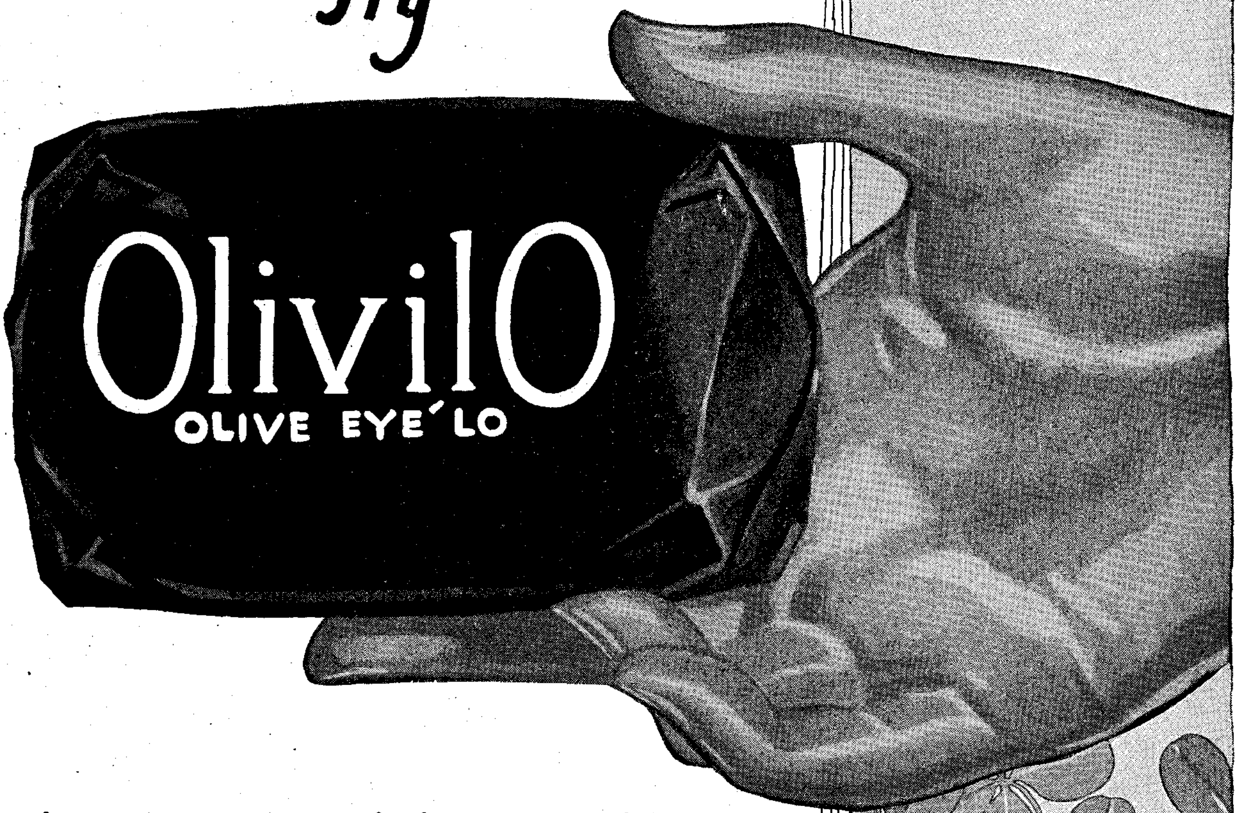
**"Homewood" Gladiolus**
**75 Fine Bulbs, Many Kinds Mixed FOR $1.00 MAILED FREE** to customers within fourth postal zone (600 miles) from Chicago or New York. **For further zones add 16 cents in stamps.**

*152-page colored catalogue mailed FREE everywhere.*

Vaughan's Seed Store
31-D Randolph Street CHICAGO
41-D Barclay Street NEW YORK

Do you believe in Luck?

Try



**A Perfect Toilet Soap**

**For Complexion, Bath and Hair**

*"Couldn't Be Better if It Cost a Dollar a Cake"*

**WRISLEY - PERFUMER**
**CHICAGO**

Makers of
Wrisley's San Toy Talcum and Wrisley's Toilet Waters

potato-flour, soya-bean-flour, feterita-flour and meals, rice, rice-flour, oatmeal, rolled oats, and buckwheat-flour).

Manufacturers of macaroni, spaghetti, noodles, crackers, breakfast-foods, pie, cake, and pastry were limited in their purchases of wheat-flour to an amount not to exceed seventy per cent. of their purchases in the corresponding months of 1917.

By a previous regulation of the Food Administration, effective December 10, 1917, bread production had already been standardized throughout the country. Uniform loaf weights were adopted, the maximum quantity of sugar and shortening that might be used in bread was fixed, and the basic price of bread was understood to be its price when sold undelivered and for cash.

Now, under these rules of January 26, 1918, the bakers were required to mix twenty per cent. of flour made from cereals other than wheat with their wheat-flour, both in bread and rolls. This bread is called Victory Bread. Bakers were also allowed to apply the name Victory Bread to Graham or whole-wheat bread, because such bread is made of flour containing twenty-five per cent. more of the wheat-grain than the flour which is used in ordinary wheat-bread.

The importance of these limitations may be seen from the fact that forty per cent. of the entire wheat-flour used in the country passes through the shops of bakers before it reaches the consumer.

In addition to this general regulation of food manufacture and distribution, the Food Administration has carried on a continuous nation-wide campaign to secure the voluntary cooperation of the people of the country in limiting their consumption and substituting foods of which we have an abundance for those which we need to save and send to our Army overseas and to the soldiers and civilians of the Allies. The most conspicuous special activity in this connection was the "pledge-card campaign," begun October 28, 1917, and lasting for about two weeks. The housekeepers signing the pledges promised to conform to the regulations and suggestions of the Food Administration as they were issued from time to time. The signer promised to follow certain specific requests outlined in the "home card," which was given out at the time of signing, to be hung in the kitchen. This card called for certain wheatless and meatless days and meals, for a general saving of sugar and fats, and for an earnest attempt to eliminate all waste in the household. On November 10 the number of pledge-cards signed had reached 10,250,000, and now the entire number signed approximates 12,000,000. These cards pledge the adherence to the Food Administration's conservation program of approximately one-half of the households of the United States.

In January, 1918, a new movement in the line of voluntary cooperation in food-saving was instituted by the formation in New York City of an influential committee of women to encourage the adoption of an "honor voluntary ration." (It was, until within a few months, on the basis of such an honor voluntary ration that most of the food-conservation work has been carried out in England.) Several mass-meetings were held in New York, at which not only the heads of households were present, but also the *chefs* and butlers of many New York families, who pledged themselves to observe the voluntary ration and do everything in their power to conserve food. This voluntary-ration scheme has spread from New York to many other cities of the country.

An important feature in connection with the food-conservation campaign has been the work of the Home Economics Division of the Food Administration. This division has a home economics director in every State of the country, many of whom are located at the State College of Agriculture, and a director in every county. Both State and county directors are, for the most part, agents of the Department of Agriculture, and conduct their work by means of funds appropriated by that department. The Home Economics Division also works in close cooperation with the county representatives, all over the country, of the Women's Council of National Defense.

This division maintains intimate touch with hundreds of thousands of housekeepers throughout the country. It helps these housekeepers to adapt their menus and recipes to meet the requirements of the Food Administration and to insure a proper and successful use of substitutes. Under the general direction of this division by means of a special "Collegiate Section," courses are now being given in 485 colleges and 236 normal schools of the country, where women of this year's graduating classes are being trained in the science and art of food-use and food-economy. Many of these women will later engage in field-work for the Food Administration.

In July, 1917, the Food Administration instituted a division of Cooperating Organizations, the purpose of which was to effect the special help of the churches, fraternal orders, and commercial travelers in the campaign of food-conservation. There are about 140,000 churches in the United States, with an attendance of 60,000,000 people. There are about 190,000 lodges of various fraternal organizations throughout the country, the membership of which is about 12,000,000. The membership of the lodges, of course, overlaps, and many church-members are also enrolled in lodges, but, making allowance for this overlapping, it is estimated that nearly 50 per cent. of the entire population of the country was reached by the efforts of this division. Eighteen representatives of fifteen of the principal religious denominations, as well as representatives from several important fraternal orders, established themselves in the Washington office of the Food Administration, and there assembled data concerning their respective organizations, compiled mailing-lists, and helped send out leaflets, cards, and pledges of the Food Administration. All of these organizations pledged and gave an active support to the food-conservation program.

This work of the churches and fraternal orders has now been decentralized in accordance with the general policy of the Food Administration, and the churches have special representatives in each State who work in cooperation with the Federal Food Administrator in that State. The commercial travelers of the country, estimated at about 600,000, can not, however, conveniently be organized to work in connection with the State administrators, as most of these travelers cover, in their work, a group of States rather than a single State. About 60,000 commercial travelers have been enrolled as special representatives of the Food Administration, making occasional reports to Washington of the situation with regard to the food-problem as they find it in their trips through the country. Their reports cover matters of crop conditions, conservation, obvious violation of regulations, and so forth. These reports received and classified in Washington are sent out to the State representatives of the Food Administration for their information.

### OUR FUEL ADMINISTRATION

At the time of the organization of the Fuel Administration the coal industry was in great confusion. Lack of transportation facilities kept coal from the markets despite urgent demands. Consequently the price of "free" coal—that is, coal the mines were able to produce beyond their contracts—was being bid in by consumers at higher prices than had ever obtained in coal marts. Frequently as high as $6 or $8 a ton was got at the mines, while the normal price had been about $1.35. Most of the contracts of the mines were on that basis. During July an agreed price of $3 per ton was arranged for in conference between representative operators and the Government. This was known as the "Lane Agreement," because Secretary Lane represented the Government at the conference. On August 21, two days before the appointment of a Fuel Administrator, President Wilson issued an order fixing soft-coal prices at the mines for the entire nation. By this order the Lane prices were reduced approximately a dollar a ton. In the meantime production had fallen away until its lowest level for the year was reached in August. Mines in many of the fields were idle on account of strikes of the workmen to enforce increased wages.

At this juncture the President appointed Mr. H. A. Garfield Fuel Administrator, and

Resinol Soap

imparts to her skin
a fresh, *winning* glow

Resinol Soap merits the appreciation of discriminating men and women. The most costly of soaps could not be more delightfully cleansing or purer—indeed few fancy soaps can equal Resinol Soap in perfect freedom from harsh, irritating alkali. In addition, Resinol Soap contains just enough of that soothing, healing Resinol medication to relieve clogged, irritated pores, reduce the tendency to oiliness and pimples, and give the skin that healthy glow, which goes with a clear eye and a clear brain.

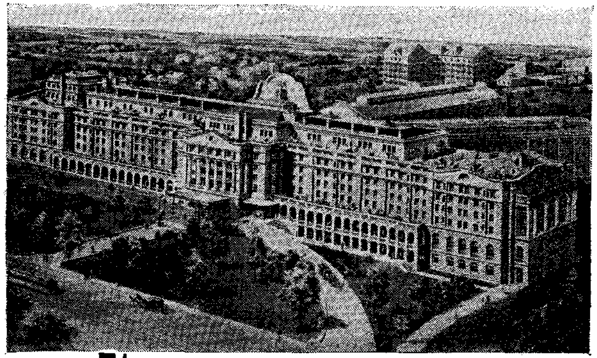
Those who have once formed the habit of being beautiful will rarely consent to be without Resinol Soap for their toilet. It helps to build good complexions without making extra demands on your already overcrowded day, and as for expense, it doubtless costs no more—perhaps even *less*—than the soap which you are at present using.

*Resinol Soap is also excellent for the bath and shampoo.*

Resinol Soap is sold by all druggists and dealers in toilet goods. For a trial cake, free, write to Dept. 5-F, Resinol Chemical Company, Baltimore, Md.

# *Every Class of Institution where Health, Sanitation and Economy are Given FIRST Consideration, has Installed* ONLIWON HYGIENE

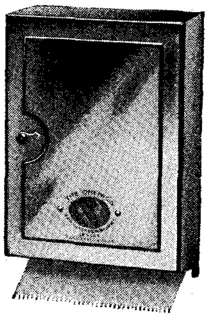
It is *recommended* by Physicians, Nurses and Health Boards, *demanded* by building owners and managers and *adopted* by leading institutions and HOMES.



BATTLE CREEK SANITARIUM
EQUIPPED WITH ONLIWON HYGIENE

## THE ONLIWON HYGIENE

REGISTERED U. S. PATENT OFFICE



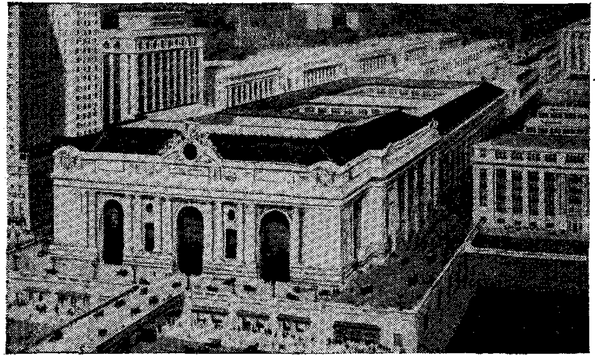
**ONLIWON**
**Nickel-Plated Cabinet**
**$1.00**

is the combination of an interfolded package of sanitary sheets of toilet paper and a cabinet which protects each sheet from dust and germs, serves just two sheets at a time and *prevents waste.*

ONLIWON Toilet Paper is of fine quality but moderate in price—made of the highest grade material—1000 soft, firm, full-sized sheets, cut and folded by machines in an inconceivably small package — reaches you untouched and uncontaminated.

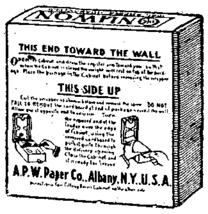
ONLIWON Cabinets are so simple that not a minute is required to insert the ONLIWON package. They are attractive and durable—use cannot injure them—no knobs to turn, nothing to get out of order.

They will not mar your walls or woodwork—no new holes to bore. You can replace the old, unsightly fixtures yourself—easily—quickly.

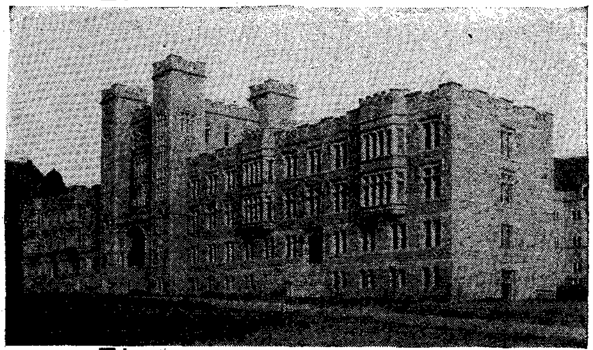


GRAND CENTRAL TERMINAL, N. Y. C.
EQUIPPED WITH ONLIWON HYGIENE

You should adopt this system in your HOME because it guards the health of your family, adds to the attractiveness of your toilet rooms, prevents waste and littered floors and *saves you money.*



**Package of ONLIWON Tissue—ready to insert in the cabinet.**



CARDINAL GIBBONS HALL OF THE
CATHOLIC UNIVERSITY OF AMERICA
EQUIPPED WITH ONLIWON HYGIENE

The regular price of ONLIWON Nickel-Plated Cabinets is one dollar. And ONLIWON Toilet Paper sells at $1.35 for eight 1000-sheet packages or $2.70 for sixteen 1000-sheet packages. But in order that you may prove for yourself just how sanitary, efficient and economical ONLIWON really is, we make this

## Special Offer For Your Home

Send us your dealer's name and $1.85 and we will send you, prepaid in U. S. A., the nickel-plated ONLIWON cabinet and eight 1000-sheet packages of ONLIWON tissue, or sixteen 1000-sheet packages and the cabinet for $3.20. The regular price of the cabinet is $1.00.

Your dealer will furnish additional supplies of paper at the regular price—eight 1000-sheet packages for $1.35 or sixteen 1000-sheet packages for $2.70.

## Importance of ONLIWON Paper Towels in the School

The better schools in the United States provide ONLIWON Paper Towels—served one at a time from ONLIWON Towel Cabinets.

This is the ideal system because YOUR boy or girl receives an absolutely clean SANITARY INDIVIDUAL TOWEL.

No one can touch the towel but the user who draws it from the protecting cabinet. It is not even necessary to turn a knob or press a lever that anyone else may have touched, and the user is thus protected from any chance of contagion—if ONLIWON Towels are used.

ONLIWON is a very important feature of modern school equipment. Ask *your* children today if *their* school provides ONLIWON Paper Towels. Talk to the members of your School Board about it — because of its HYGIENIC FEATURES and because it is also the system that saves money wherever used.

**A. P. W. PAPER CO., 1292 Broadway, Albany, N. Y.**

the Fuel Administration was set in motion. The early days of the Administration were necessarily given over to the work of composing the differences between the miners and operators, so that production might be put back to normal. Conferences between representatives of the miners and operators and government representatives were held in Washington. The differences were adjusted early in October, and the mines resumed operation October 10. In the meantime production had fallen off 20,166,442 tons, between August 18 and November 24.

The coal requirements for the year 1917 were 600,000,000 tons. To reach this tonnage, 100,000,000 additional tons of production was required. The mines had been producing above normal, and it was anticipated that 50,000,000 additional tons' production would be reached during the year. The business of the Fuel Administration was, therefore, to make 550,000,000 tons do the service of 600,000,000.

Since the output of the mines could not be brought up to the tonnage required by the abnormal demands for coal, obviously the thing to do was to reduce consumption where possible and to the greatest extent possible without disturbing industry or stinting the people too much in the use of coal for domestic purposes. The railroads required a vastly increased amount of coal. The industries engaged in war-work were running to their full capacity, each of them requiring from one-third to one-half more coal than under normal conditions.

A division of the Fuel Administration was organized to be devoted to conservation of fuel. Many plans were laid to avoid waste and to reduce the consumption of coal. The pressure upon public lighting plants to produce power for extensive advertising lighting was materially reduced by the order restricting the use of coal for this purpose. Careful investigation of the use of coal for house heating and for use under boilers was made by experts, and many practises of economy in those directions were invoked and generally followed. Substitutes for coal were urged to be used wherever practicable, with the result that the consumption of coal was diminished.

Another important division—perhaps the most active of all of the departments of the Fuel Administration—was organized to superintend as equitably as possible the distribution of coal that came out of the various fields. Special attention was given to the distribution of coal for government purposes and to the supply of coal to plants manufacturing war-products for the Government and the Allies. These duties were very considerably enlarged with the advent of the winter season, when the need of coal for domestic use became urgent. The time came when the demands of the people for warm houses and for fuel for cooking purposes took first place in the attention of the Fuel Administration. It frequently became necessary to divert coal under shipment for other purposes to communities needing coal for household purposes. Awaiting the prospect of cheaper coal, householders generally had neglected to make provision of coal for winter use.

The erroneous impression had gained circulation that Fuel Administrator Garfield had advised people not to make early purchases of coal, promising that the prices would be lower and the supply ample. Mr. Garfield emphatically denies authorship of such statement. The advice he gave was: "Buy all the coal you need, but do not go into the market and add to the transportation difficulties. Buy what you need, but do not buy in excess of your needs. I believe the price will come down, but, at any rate, it will be steady or stabilized. The stabilizing of the price is about all we can hope for."

The regulation of January 17, suspending temporarily the operation of industrial plants in portions of the United States, was an act more in the interest of transportation than to promote conservation of coal, tho both effects were accomplished. The necessity was to find a remedy for the congested condition of the railroads and to apply it promptly. To have announced it in advance would have defeated the very purposes for which it was being applied. The idea was to discontinue the offering of freight to the railways until that already moving could be unloaded and delivered and the railroad equipment being thus held could be released for further activity. "As a result of the closing order of January 17," Fuel Administrator Garfield has said, "480 ships carrying over two million tons of food, fuel, munitions, and other war-supplies were bunkered and sent from our ports. This is the record from January 17 to 29, inclusive. Forty of those vessels carried food; 71 carried coal, oil, and gasoline; 369 were laden with munitions and other war-supplies. Within a week after the order of January 17 went into effect all ships ready to sail were bunkered. A normal number only remained at anchor, and the flow of supplies vital to our armies had been reestablished."

Within a fortnight after the enforcement of the suspension order the railroads were able to report that freight-movements had returned to normal, tracks were cleared, and that there would not be a recurrence of the conditions that had blockaded the lines.

The program for the future operation of the Fuel Administration includes the introduction of a "zoning" system by which the country is divided into twenty-one producing districts and twelve consuming zones. By the operation of this system the "cross-hauling" of coal will be avoided, except as to by-product coal, gas-coal, metallurgical coal, and smithing-coal, which varieties of coal are of limited production and are suitable for distinct purposes. These varieties of coal will be distributed under a permit system, controlled by the United States Fuel Administration. Consumers in the various zones will be restricted to the use of coal produced in certain districts, except under conditions where the product of a district does not suffice or where the product of a district should happen to be in excess of the amount needed in the zone which it is supplying.

A plan for the retail distribution of coal became effective April 1, under which each consumer makes written declaration to his dealer, as follows:

1. Amount of coal the consumer has on hand.
2. Amount of coal he has on order and the name of the person from whom ordered.
3. Amount of coal used by him in the twelve months ending March 31, 1918.
4. Amount of coal needed to meet his actual requirements prior to March 31, 1919.

The order is made flexible so that it may be adjusted by the various State administrators to meet local conditions. By this plan every consumer will be allowed to provide enough coal to serve during the coming year, but will prevent hoarding any amount in excess of natural requirements.

On April 1 became effective an order regulating the business of jobbers and their compensation. The Administration recognizes that jobbers are essential to the conduct of the coal business, and disclaims any intention of eliminating them, when following legitimate pursuit of the business. Unfortunately many abuses of the jobbing business have crept in under the stress of war-conditions, and to correct these unfortunate conditions the President has issued a proclamation providing for the licensing of jobbers by the Fuel Administration and regulations to carry out the plan have been adopted.

A campaign in the interest of the early buying of coal is now under swing. To stimulate the early buying and storage of anthracite coal, a general reduction of thirty cents per ton has been ordered by the Fuel Administration, effective for the four popular sizes of anthracite, from April 1 to September 1. With this incentive to buy and store coal it is hoped to insure against the conditions that prevailed last winter, when many communities were caught short-handed and it was not always possible to transport the coal to them.

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**Hard on the Judge.**—THE JUDGE (to jury who have retired several times without agreeing)—"I understand that one juryman prevents your coming to a verdict. In my summing up I have clearly stated the law, and any juryman who obstinately sets his individual opinion against the remaining eleven is totally unfitted for his duties."

THE SOLITARY OBJECTOR—"Please, m'lud, I'm the only man who agrees with you!"—*Passing Show.*

# PERSONAL GLIMPSES

## "HELLO-GIRLS" ARE GOING "OVER THERE" TO HELP LINK UP THE ARMY'S NERVE-FIBERS

A LITTLE group of young women have responded to the call of General Pershing, and are going "over there" to become a real part of the Expeditionary Force in France. There are one hundred and fifty of these volunteers who are known as the Switchboard Soldiers, and they are not only expert in the telephone business, but each one of them speaks, reads, and writes both English and French. The New York *Evening Telegram* says of these young women who will compose the unit and occupy posts of danger, many of them just behind the firing-line:

> These experts have been selected from all parts of the country, even from far-away California, and include women from all walks of life. There are French-born girls who have learned English while in employment here as maids; teachers who have studied in France, and gentlewomen, many born in France, who have laid aside their home duties and mastered the routine of the switchboard, for the purpose of filling in at posts on the war-front where they can be of more service than men.
>
> Not that the men who have been doing this work have lacked either courage or skill, but because, under the excitement of battle, they have at times failed to stick to the strict business conversation necessary and have given vent to their feelings in language more picturesque than diplomatic.

Experiments proved that while women have more "nerves" than men, they stick closer to business in a pinch. This was demonstrated in Belgian and French cities where the girls stayed at their switchboards while the aircraft of the enemy overhead was hurling down bombs. Says the writer in *The Telegram:*

> Some time ago a request was received from General Pershing for a number of young women willing to become a genuine part of the Expeditionary Force in France, and do their bit to win the war by giving necessary support to the boys in khaki who were training to "go over the top." Uncle Sam at once sent out a call for the requested assistance through the Signal Corps, and the drive for competent "switchboard soldiers" was on.
>
> Of course the first young women selected were those already familiar with an operator's duties who spoke both English and French, but there were comparatively few of these. Then the work of picking from the volunteers was begun, and only the best were selected from the thousands who answered the call and said they were willing to go. These were placed in the hands of expert operators and taught the mysteries of the switchboard and made acquainted with certain other important duties, for their services on the other side once they begin their work will include talking with both American and French military officers and French officials. Additional units are to be formed to follow the first, so any young woman who believes that she is qualified for the tasks demanded may apply at the nearest telephone company headquarters.
>
> Every member of this telephone organization will be required, at all times, to wear a standard uniform approved by the War College. The different ranks are distinguished by different insignia on the white brassard worn on the left arm, operators wearing a black transmitter, supervisors a gilt laurel wreath beneath the transmitter, and chief operators the two symbols mentioned surmounted by the gilt lightning-belts used as insignia by the Signal Corps. The pay is $60 a month for operators, $72 for supervisors, and $125 for chief operators, in addition to which allowances will be made for rations and quarters when these things are not provided by the Army.
>
> It was impress upon all of the young women selected before they actually were sworn into the service that the force was not destined for either a pleasure trip or a "joy ride," and that social opportunities were not to be included in the program. It was to be a war-task of a nature and size which would appeal only to the brave and patriotic, the Signal Corps wanting only level-headed women who were resourceful, able to exercise good judgment in emergencies, and even endure hardships if necessary.

The details of the work the young women will be called upon to perform once they reach the war-zone have not yet been made public, but this description of the British field-telephone stations, where orders to the various battalion officers are received and dispatched, will give some idea of the hazardous duties of the Switchboard Soldier:

> The switchboard is carried on a wagon and can be operated without being unloaded. The cable is unwound as a wire section goes forward, and behind the cable drum is a mounted soldier carrying a lancelike pole, with a hook at the end, who deftly catches the cable as it is unreeled and thrusts it out of the way of following traffic. If the system is to be more or less permanent the engineering section which follows stretches the wires on light poles. When the section is moving rapidly in dangerous country it lays out a heavily insulated ground cable and hides it beside the road—in a ditch, for example.
>
> Even in the early days of the war the British military telephone-service system was so comprehensive that it enabled Sir John French to direct the field-operations of the British Army in Flanders by telephone for three days from his home at Hyde Park, London.
>
> The French system of telephone communication has been successfully used by the French generals, particularly General Joffre, to regulate all troop movements over a 200-mile battle-front. At headquarters wax-headed pins on a huge map indicate the location of troops, ammunition automobiles, etc. This map shows the physical geography of the country and all avenues of transportation. The Chief of Staff keeps the map up to the minute by changing the pins according to information received by telephone. Then, if he is advised that a certain division is being attacked by the Germans in superior numbers, he knows by referring to the map the positions of disengaged troops, telephones an order, and in a few minutes troops are moving forward to reenforce their comrades under fire.
>
> It is in telephone operations of this character that the young women of this country will be called upon to help and possibly to assist in receiving and transmitting information which will direct gun-fire.

## HENRY FORD, PACIFIST, READY TO FIGHT FOR PEACE

HENRY FORD has the courage of his convictions. Whatever they may be he doesn't believe in letting them lie fallow. Two years or so ago he believed in peace by arbitration, argument, adjustment, persuasion—any old way except by force. So did lots of other people who wondered why something couldn't be done to stop the war. Ford wondered, too, but he went further. He got into action. He fitted out a ship and filled it with Americans whose views were more or less—mostly less—like his own; and he sailed away to establish peace peacefully, and to get the boys out of the trenches for their Christmas dinners.

Well, it is needless to dwell upon the result of that mission, but Ford is still strong for peace, and he is still full of action. But he has side-tracked his old olive-branch methods. He doesn't believe in force, but if force is the only means of obtaining peace he believes in making force forceful. He is now busy turning out *U*-boat-chasers, Liberty-motor parts, tanks, and other paraphernalia of war. Flivvers are a side issue. Mr. Ford recently took a representative of the Detroit *Journal* through his plant at Highland Park.

"Keep going if you want to end this war," is the new maxim of Mr. Ford, who said:

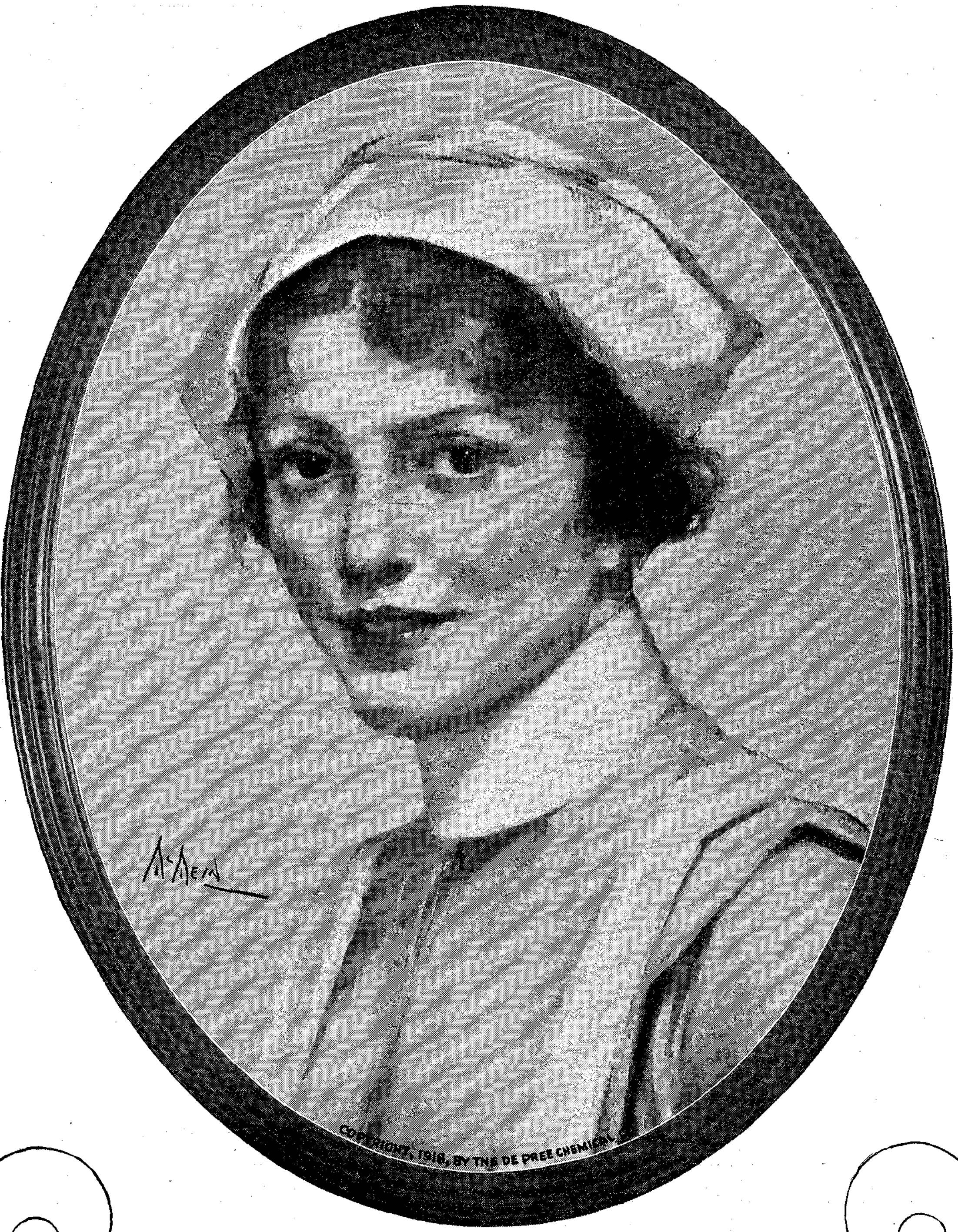
"Idleness, you know, is the cause of war—it is the cause of this great conflict. We must supply the remedy necessary to kill the disease. That remedy is WORK. I'm trying to do my part."

He pointed down from a platform on the third floor into the hull of a full-sized model of the submarine-chaser, *Eagle*, his eyes snapping with admiration as he declared:

"There's the little boat that's going to stir things up. The speed limit of that little boat will make the Kaiser's submarines dash for shelter."

The *Journal* representative quotes Mr. Ford as saying:

> "It pleases me greatly to know that I am helping make it possible for a decisive Allied victory. I have an idea that when the submarine is forced to flee for safety, the German Navy will probably come out into the open and make a fight. That's what we want them to do.
>
> "Over 50 per cent. of my men are doing government work. I'm proud of these men, and I'm proud of the work they are doing.
>
> "Remember, I'm not doing all this work because I believe in war—I don't. But this is a case where we have to fight for our existence—for the existence of the world. And I'm in it to stay; to stay until a peace has been obtained which will make this world of ours safe for democracy."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*This Gracious Face* is one to carefully regard. It is the San-Tox trade mark and it symbols San-Tox Purity on the fragrant and charming San-Tox Toilet and Enchantment Toilet Preparations, and on many, many other-than-toilet San-Tox Preparations, too. On every packet of San-Tox blue you will see it; and in every San-Tox druggist's window. *Look for it carefully.* You can trust it and the particular San-Tox Purity Preparations you have need of. You can be certain that the San-Tox druggist, who displays it, believes in and sells the purest preparations.

SAN-TOX FOR PURITY
De Pree Chicago

San-Tox

# *Stop those Leaks*

JOHNSON'S
RADIATOR
CEMENT
Mends Leaky
Radiators
MADE AND GUARANTEED BY
S.C. JOHNSON & SON
RACINE, WIS., U.S.A.
London
Sydney

THE easiest and quickest way of repairing leaks in radiators, pumps, water jackets, hose connections, etc., is to use Johnson's Radiator Cement. This will stop the leaks instantly without laying up the car. No mechanical experience is required—all you have to do is to remove the cap and pour the liquid into the radiator.

## JOHNSON'S RADIATOR CEMENT

Johnson's Radiator Cement blends perfectly with the water until it reaches the leaks—just as soon as it comes in contact with the air it forms a hard, tough, pressure-resisting substance which is insoluble in water and consequently makes a permanent seal.

### *Quick—Efficient—Harmless*

Johnson's Radiator Cement contains nothing which can coat or clog the cooling system. It will seal leaks in from two to ten minutes.

Quarts..$1.75 Pints..$1.00 Half-pints 65c

If your dealer cannot supply you, send us $1.00 and we will forward you a pint all charges prepaid.

Write for our folder on *"Keeping Your Car Young."*—it's free.

**S. C. Johnson & Son,** Dept. L.D. Racine, Wis.

Mr. Ford led the way back through the clang and rattle of machinery, operated by men of every clime, into another section of the factory where the patterns for the submarine-"killer" were being made. Crossing an open court, the wind blew cold, the interviewer turned up his coat-collar, but Mr. Ford, bare-headed, merely smiled, inhaled a deep breath, and said: "Gee, it's great to be living."

"Hello, Mr. Ford," said an employee, as he went rushing by.

"Hello, there," shouted Mr. Ford.

Similar greetings were exchanged all through the tour, and on several occasions the auto-maker slapped his men on the back.

"I like to know my boys, and I like to have them know me. That's the only way to get the best out of life."

At the ship-building plant thousands of men worked with the speed of men desperately determined to finish a gigantic task as soon as possible.

For a mile or more piles of building materials were piled here and there waiting to be made a part of the $2,000,000 plant which is soon to turn out chasers in great numbers.

"This is where we will build and launch the submarine-chasers," said Mr. Ford, as he indicated a wide expanse of land with a wave of his arm.

"The credit for this plant and the boat which we are going to build is due the United States Navy. And don't fail to remember that the Navy is going to play an important part in this struggle before peace comes. I'll tell you why: it's because they have an organization that is brimming over with efficiency.

"All of the work here will be supervised by naval heads," stated Mr. Ford. "And, somewhere around here—got to be careful, you know—the crews which are going to man our little boats will train. Those boys will have a personal interest in the boats they have seen built, and when they leave for the Atlantic Ocean with Uncle Sam's orders in their pockets, I believe they will show the whole world that the men of America are determined to force peace."

They reached the tractor plant, and Mr. Ford turned to the *Journal* reporter. There was a smile now in his kindly eyes. The stern expression that the contemplation of war had brought to his face faded away, as he said with a wave of his hand:

"While all the rest of the plants are turning out destructive implements of war—necessary to force peace, it seems—this tractor plant is producing the one constructive weapon.

"It is the tractor that will strike a decisive blow—and yet will carry with it no loss of life. Instead, junkerism will pass from the history of the world, nations will be fed, and eventually peace will bring happiness to the suffering world.

"Peace. A wonderful word isn't it?" said the great pacifist—the pacifist who, without question, is building more weapons with which the Allies may fight for victory than any man on earth.

"That word means so much to me that I'm willing to fight for it. And fight we must, and will, until junkerism and militarism have been driven from the world."

Since Henry Ford threw off his mantle of pacifism to don the armor of force he has had a sharp eye out for any threatening foe of Uncle Sam within, as well as outside the country. Of the profiteer and the "unseen hand" he says in the Detroit *Free Press:*

"But while we face the conflict overseas unflinchingly, and with unshaken confidence, we must not forget that right here at home exists a grave peril, both in the indifference in many quarters and the covert aid and comfort that are given the common foe by those more concerned about how much they are going to make out of this war than they are in bringing it to an early conclusion and saving the needless slaughter of millions of the best of America's young men.

"It is all very well to speak jokingly of 'the unseen hand,' but I know, and so does every other man who comes in contact with these selfish interests, that it is a stern reality, and that much of the insidious propaganda that as a matter of convenience is charged up to external influences has its inception right in this country, with men to whom the prolongation of the war means increased opportunity to fatten their purses.

"It is the safest sort of a game to play, because the ways through which they can attain their ends are so devious that the chance of their being detected is relatively slight.

"Delayed shipments of raw material or the finished product, slowing down in production, congestion due ostensibly to bad management, but in reality often the outgrowth of carefully laid plans—these and a thousand other things can hamper our operations abroad, and injure us and those in Europe dependent in a large measure upon us, more than the mouthings of an army of soap-box orators.

"Let me cite a single instance by way of illustration: England is confronted by the most serious food-situation in its history because practically every able-bodied man is under arms, and there is nobody at home to till the soil but women and children and men whose usefulness as fighters has been outlived. There must be a greater cultivation of the land than ever this summer.

"We had this in mind when we contracted with the English Government to build for them a large number of tractors. Each tractor in England can produce fifty times its weight and bulk in a single season. For this reason it should have preference in shipping even over food. We sent those tractors to the seaboard in solid trains, so that there might be no delay in their reaching England in time for use this season. Several thousands were permitted to pile up there, until the docks were congested, while less than 10 per cent. had been loaded aboard ship.

"Now, thousands of tractors lying on the dock on this side of the Atlantic do not help the food-problem anywhere. Besides, Canada and this country were begging for these machines, and our only reason for sending them abroad first was because we believed the need there was more urgent. We cabled Lord Northcliffe to this effect, and suggested that if his officials could not load them on board ship they be released for use at home. Back came the assurance from Lord Northcliffe that he would act vigorously, and the way those tractors were placed on shipboard indicated that he was as good as his word. That particular 'congestion' faded with gratifying rapidity.

"Such conditions are far more prevalent than the public is aware. It is not because the interests responsible for this state of affairs love war for itself, but they see an opportunity to profit at the public expense, or are inclined to balk at what they choose to regard as unwarranted interference with their affairs. This is the very spirit that dominated the German junkers whose rule we have set out to overthrow. It is the world-old principle of parasitic power given present-day application, and it is one of the most dangerous foes we have to fight right now, because it is not thousands of miles overseas but right in our midst.

"If there ever was a time in the nation's history when selfish interests should be shoved so far into the background that they would be entirely forgotten it is this very day, this very hour.

"I am for peace and against war just as strongly to-day as I ever was. I stand exactly where I have stood right along. But if we can't have peace without fighting for it, by all means let us fight. And let us fight in such a manner that the whole world will understand that we mean business—that we are in it to stay, with all our hearts and souls, until the finish."

## LETTERS FROM THE BOYS AT THE FRONT TO THE FOLKS AT HOME

HAL B. DONNELLY, of Asbury Park, N. J., might be called a veteran of the war. In his anxiety to get to the front he, like many others, enlisted with the Canadians in 1916 and was in time to take part in the battle of the Somme and win the Military Medal for bravery. He is now corporal of Company B, Fifth Canadian Mounted Rifles Battalion. Writing to his mother, the corporal says that at first his one aim in life was to pin a Hun on his "trusty bayonet." While he has ceased to be "bloodthirsty," he frankly admits that "deep down in him rankles a hatred for all things German," for, he says in a letter which is printed in the New York *Sun:*

We find out by actual experience that the atrocities we were told of are actual facts.

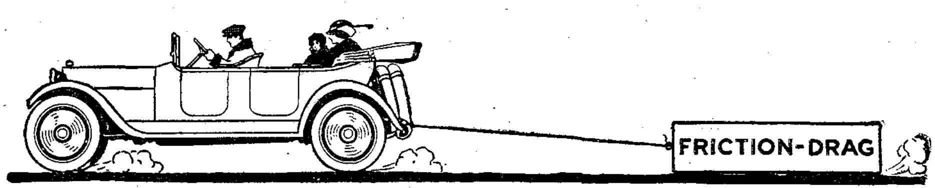
The President says we are not fighting the Germans but Prussianism. But if he had seen what I have he would class all Huns as Huns and fight them tooth and nail. No, they are the same, collectively and individually—tho no doubt they are the product of what they have been taught through a number of generations. But we take them as we find them, and if possible leave them so that they will never do any more harm.

But to continue of myself. I was bloodthirsty. I bought a file to sharpen my bayonet (which is strictly against the Hague convention, but is according to Hun interpretation of it). I purchased a beautiful bit of steel for a puttee knife; this instrument is carried in the puttee, and in case you lose your rifle in an encounter or come to grips you slash or perhaps dig, and then convince the Hun that there is a "war on." This knife I used to finger with loving pride; it was very sharp. I was there all right, but I found later that I was not half as ferocious as I thought at the time.

I finally reached my objective "up the line," but did not immediately go to trenches, but was with a reserve battalion doing working parties. I soon picked up the meaning of the many strange noises in the back areas; I could differentiate

# “Give me a quart of Oil”

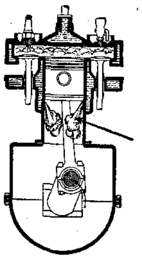
## This careless request may bring costly penalties



THE garage man comes out. The motorist says, “Give me a quart of oil.” His “quart of oil” is poured into the crank-case, or reservoir. The car goes on. No doubt the motorist thinks he has amply protected the 1500-odd parts of his engine.

Far from it. *One of the surest ways to invite friction-drag and engine trouble is to say, “Give me a quart of oil.”*

### *“Give me a quart of Oil”* *invites* LOSS OF POWER

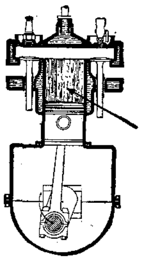


Escape of explosion past the piston rings, loss of compression and loss of power frequently result from oil of incorrect *body*. The power-loss is felt most on heavy roads and on the hills.

You can get full compression — complete power — only by using oil whose *body* suits *your* engine.

Correct body is seldom secured by saying, “Give me a quart of oil.”

### *“Give me a quart of Oil”* *invites* SCORED CYLINDER WALLS

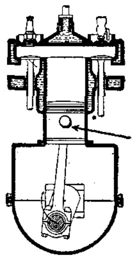


Scoring frequently results from oil of low lubricating *quality*. Often, also, the oil's *body* is too light. Then the cylinder walls have no protecting film.

Scratching results.

Too often the blame can be traced straight to “Give me a quart of oil.”

### *“Give me a quart of Oil”* *invites* WEAR OF PISTON PINS

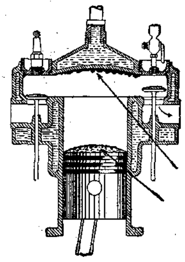


Piston-pin lubrication is a difficult problem and little understood.

The location of the piston pins within the heated pistons and the slight oscillating motion of the pins or bushings demand an oil which will spread readily, yet maintain the proper film between the pins and bushings.

Quick damage will come if the oil fails to meet these conditions. To encourage piston-pin troubles prematurely, it is only necessary to say, “Give me a quart of oil.”

### *“Give me a quart of Oil”* *invites* CARBON DEPOSIT



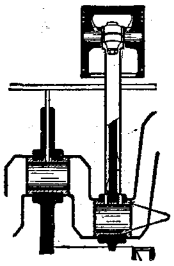
Guesswork won't eliminate this trouble.

Both the *quality* and the *body* of the oil must be considered.

Suppose the *body* is too light for the piston clearance. The oil then works too freely into the combustion chambers. In burning, excess carbon accumulates unless the oil's ash is light and naturally expelled through the exhaust.

An easy road to carbon trouble is, “Give me a quart of oil.”

### *“Give me a quart of Oil”* *invites* WEAR OF BEARINGS



The problem of bearing lubrication is far from simple. Bearings differ widely in type and size. The oiling systems which supply them also differ. Adjustments vary.

Both the *quality* and *body* of the oil must suit these conditions. For every oil that suits your engine bearings, you will find many which will cause undue friction.

An almost sure start toward bearing trouble is “Give me a quart of oil.”

## A GUIDE TO CORRECT AUTOMOBILE LUBRICATION

***Explanation:*** In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, “A” means Gargoyle Mobiloil “A.” “Arc” means Gargoyle Mobiloil “Arctic,” etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted. This Chart is compiled by the Vacuum Oil Co.'s Board of Engineers and represents our professional advice on Correct Automobile Lubrication.

***Electric Vehicles*** — For motor bearings and enclosed chains, use Gargoyle Mobiloil “A” the year 'round. For open chains and differential, use Gargoyle Mobiloil “C” the year 'round.

***Exception*** — For *winter lubrication* of pleasure cars use Gargoyle Mobiloil “Arctic” for worm drive and Gargoyle Mobiloil “A” for bevel gear drive.

| AUTOMOBILES | 1918 | | 1917 | | 1916 | | 1915 | | 1914 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter |
| Abbott | Arc. | Arc. | | | | | | | | |
| Abbott-Detroit | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ “ (8 cyl) | | | | | A | A | A | A | | |
| Allen | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | A |
| Apperson | A | A | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (8 cyl) | A | A | A | A | A | A | | | | |
| Auburn (4 cyl) | | | | | A | Arc. | A | Arc. | A | A |
| “ (6 cyl) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (6-38 & 6-39) | | | A | Arc. | A | Arc. | | | | |
| “ (6-39B)(Teetor H) | A | Arc. | | | | | | | | |
| “ (6-39B)(Cont'l) | Arc. | Arc. | | | | | | | | |
| Autocar (2 cyl) | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Briscoe | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| “ (8 cyl) | | | | | A | A | | | | |
| Buick | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | A | Arc. |
| Cadillac | A | A | A | A | A | A | Arc. | Arc. | Arc. | Arc. |
| Case | Arc. | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Chalmers | A | A | | | Arc. | Arc. | Arc. | Arc. | A | A |
| “ (6-40) | | | | | A | Arc. | | | | |
| “ (6-30) | | | A | A | A | A | | | | |
| Chandler Six | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Chevrolet | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | A | Arc. |
| “ (8 cyl) | A | A | A | A | | | | | | |
| “ (F A) | A | Arc. | | | | | | | | |
| Cole | | | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (8 cyl) | A | A | A | A | A | A | A | A | | |
| Cunningham | | | | | | | Arc. | Arc. | Arc. | Arc. |

# Mobiloils

*A grade for each type of motor*

| AUTOMOBILES | 1918 | | 1917 | | 1916 | | 1915 | | 1914 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter |
| Cunningham (8 cyl) | A | A | A | A | A | A | | | | |
| Dart | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. | A | A |
| “ (Mod. C) | | | A | Arc. | A | Arc. | A | Arc. | A | A |
| “ (2 & 3½ ton) | A | A | | | | | | | | |
| Detroiter | | | Arc. | Arc. | Arc. | Arc. | A | Arc. | A | A |
| Dodge | A | Arc. | A | Arc. | A | Arc. | E | E | | |
| Dort | A | Arc. | A | Arc. | A | Arc. | A | Arc. | | |
| Empire (4 cyl) | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (6 cyl) | Arc. | Arc | Arc. | Arc. | Arc. | Arc | | | | |

| AUTOMOBILES | 1918 | | 1917 | | 1916 | | 1915 | | 1914 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter |
| Federal | A | A | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (Mod. S-X) | A | A | A | A | | | | | | |
| “ (Special) | Arc. | Arc. | | | | | | | | |
| Fiat | B | A | B | A | B | A | B | A | B | A |
| Ford | E | E | E | E | E | E | E | E | E | E |
| Franklin | A | A | A | A | A | A | A | A | A | A |
| Grant | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. | Arc. | Arc. |
| Hal-Twelve | | | A | A | A | A | | | | |
| Haynes | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| “ (12 cyl) | A | A | A | A | A | A | | | | |
| Hollier (6 cyl) | A | Arc. | A | Arc. | | | | | | |
| “ (8 cyl) | A | A | A | A | A | A | A | A | | |
| Hudson | | | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (Super Six) | A | Arc. | A | Arc. | A | A | | | | |
| Hupmobile | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Jackson | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| “ (8 cyl) | A | A | A | A | A | A | | | | |
| Jordan | Arc. | Arc. | Arc. | Arc. | | | | | | |
| Kelly Springfield | A | A | A | A | A | A | A | A | A | A |
| King | | | | | | | A | Arc. | A | A |
| “ (8 cyl) | A | A | A | A | A | A | Arc. | Arc. | | |
| “ (Com'l) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Kissel Kar | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| “ “ (Mod. 48) | | | | | A | A | A | A | A | A |
| “ “ (12 cyl) | A | A | A | A | | | | | | |
| Lexington | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | | |
| Liberty (Detroit) | Arc. | Arc. | Arc. | Arc. | | | | | | |

### *"Give me a quart of Oil"* *invites* NOISE

Noise is often a sign of worn parts—resulting from friction.

It may be a dull "thump" at every revolution of the main shaft. It may be "knocking" of worn piston pins. It may be "hissing" within the cylinders. It may be "knocking" caused by excessive carbon deposit.

When a comparatively new car pounds and racks its way along the roads it is seldom necessary to ask what brought on premature old age. Generally it is undue friction—resulting from incorrect lubricating oil. A way to invite premature noise is an off-hand request, "Give me a quart of oil."

### *"Give me a quart of Oil"* *increases* MAINTENANCE COST

If the oil's *quality* is low, an excess quantity will be consumed and still the proper film will not be maintained.

If its *body* is incorrect, it may fail to reach and protect all moving parts.

In either case, excessive friction-drag results. Fewer miles are obtained from each gallon of gasoline. Your fuel and repair bills mount up.

This common waste is the frequent result of "Give me a quart of oil."

### *"Give me a quart of Oil"* *reduces* SECOND-HAND VALUE

What fixes the selling price of a used car? (1) The condition of the engine. (2) The condition of the chassis. (3) The condition of the body.

The engine is the vital part of the car. The engine condition, therefore, is most important.

At an auction sale in New York City, second-hand cars of uniformly prominent makes were auctioned off. The bodies were in good condition. The prices of the cars originally ranged from about $1000 to $3000. *The selling price in some cases* was as low as $200.

Why? Because the engines and other mechanical parts were badly worn.

Was the wear due to long service? No. The age of most of these cars disproved that. *Premature* wear was evident.

It is safe to say the owners of these cars had used the common expression—"Give me a quart of oil." They paid a high price for their carelessness.

# How to secure the Correct Oil for your car

DO NOT say, "Give me a quart of oil." You want an oil of the highest *quality* and of the correct *body* to meet the lubricating requirements of your engine.

Ask for that oil and get it.

Below we print, in part, our Chart of Automobile Recommendations.

This Chart is the result of the most far-reaching and thorough study of automobile lubrication that has ever been made.

It was prepared by a company whose authority on scientific lubrication, for every class of machinery, is recognized throughout the world — the Vacuum Oil Company.

It was prepared after a careful analysis of the lubricating requirements of each make and model of American and foreign car.

For years this Chart has been recognized as the scientific guide to correct automobile lubrication.

The superior efficiency of the oils specified has been thoroughly proven by practical tests.

Make a note of the grade of Gargoyle Mobiloils specified in this Chart for your engine. Then make sure that you get it.

You will then give your engine oil of the *highest quality* and of the *correct body*. Its use will result in

| | |
|---|---|
| Saving of fuel | Saving of oil |
| Maximum power | Minimum repairs |

The requirements of the transmission and differential of your car are equally important. The correct grades of Gargoyle Mobiloils for the transmission and differential are specified in the complete Chart of Recommendations which you will find on your dealer's wall.

Write for 64-page booklet containing complete discussion of your lubrication problems, list of troubles with remedies and complete Charts of Recommendations for Automobiles, Motorcycles, Tractors and Motor-boat engines.

The four grades of Gargoyle Mobiloils for gasoline motor lubrication, purified to remove free carbon, are:

**Gargoyle Mobiloil "A"**
**Gargoyle Mobiloil "B"**
**Gargoyle Mobiloil "E"**
**Gargoyle Mobi oil "Arctic"**

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If your dealer has not the grade specified for your car, he can easily secure it for you.

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|---|---|---|---|---|---|
| | Boston | Kansas City, Kan. | Philadelphia | Minneapolis | Des Moines |

GARGOYLE

# Mobiloils

*A grade for each type of motor*

| AUTOMOBILES | 1918 | | 1917 | | 1916 | | 1915 | | 1914 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter | Summer | Winter |
| Lippard Stewart | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " " (Mod.M) | | | A | Arc. | A | Arc. | | | | |
| " " (Mod.MW) | | | A | Arc. | | | | | | |
| Locomobile | A | E | E | E | E | E | E | E | E | E |
| McFarlan | A | Arc. | A | Arc. | A | A | A | Arc. | A | A |
| Madison | A | Arc. | A | Arc. | A | Arc. | A | Arc. | | |
| " (8 cyl) | | | A | A | A | A | | | | |
| Marmon | A | A | A | A | A | A | A | Arc. | A | Arc. |
| Maxwell | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Mercer | A | A | A | A | A | A | A | Arc. | A | Arc. |
| " (22-70) | | | | | | | Arc. | Arc. | | |
| Mitchell | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| " (8 cyl) | | | | | A | A | | | | |
| Moline-Knight | B | A | A | A | A | A | A | A | A | A |
| National | Arc. | Arc. | Arc. | Arc. | A | Arc. | A | Arc. | A | A |
| " (12 cyl) | A | A | A | A | A | A | | | | |
| Oakland | A | A | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (8 cyl) | | | | | A | A | | | | |
| Oldsmobile | A | A | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (8 cyl) | A | A | A | A | A | A | | | | |
| Overland | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Owen Magnetic | A | Arc. | A | Arc. | A | Arc. | A | Arc. | | |
| " " (Mod. M25) | Arc. | Arc. | Arc. | Arc. | | | | | | |
| Packard | | | | | | | A | Arc. | A | Arc. |
| " (12 cyl) | A | A | A | A | A | A | | | | |
| " (Com'l) | A | A | A | A | A | A | A | A | Arc. | Arc. |
| Paige (4 cyl) | | | | | | | A | Arc. | A | A |
| Paige (6 cyl) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | | |
| " (6-36) | | | | | A | Arc. | A | Arc. | | |
| " (6-38-39) | | | A | Arc. | | | | | | |
| " (6-40) | A | Arc. | | | | | | | | |
| Paterson | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | | |
| Pathfinder | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (12 cyl) | | | A | A | A | A | | | | |
| Peerless | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (8 cyl) | A | A | A | A | A | A | | | | |
| Pierce Arrow | A | A | A | A | A | A | Arc. | Arc. | Arc. | Arc. |
| " " (Com'l) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| Premier | A | A | A | A | A | Arc. | A | Arc. | A | Arc. |
| Regal | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (8 cyl) | | | | | A | A | Arc. | Arc. | | |
| Renault (French) | | | | | A | Arc. | A | Arc. | A | Arc. |
| Reo | A | Arc. | A | Arc. | A | Arc. | A | Arc. | A | Arc. |
| Riker | A | E | E | E | | | | | | |
| Saxon | E | E | E | E | E | E | E | E | E | E |
| Selden | | | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (¾ ton) | | | A | Arc. | | | | | | |
| Simplex | | | A | A | A | A | Arc. | Arc. | Arc. | Arc. |
| Stearns-Knight | B | A | A | A | B | A | B | A | B | A |
| " " (8 cyl) | B | A | A | A | B | A | | | | |
| Studebaker | A | Arc. | A | Arc. | A | Arc. | Arc. | Arc. | A | Arc. |
| Stutz | A | A | A | A | A | A | A | A | A | A |
| Velie (4 cyl) | | | | | | | A | Arc. | A | Arc. |
| " (6 cyl) | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (2 & 3½ ton) | Arc. | Arc. | | | | | | | | |
| " (¾ ton) | A | Arc. | | | | | | | | |
| Westcott | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| White | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |
| " (16 valve) | A | A | A | A | | | | | | |
| Willys-Knight | B | A | A | A | B | A | B | A | A | A |
| Willys Six | | | Arc. | Arc. | | | | | | |
| Winton | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. | Arc. |

> between one of our guns firing and a Hun crump landing. I could soon tell one of our planes from Fritzie's; I also learned that souvenir collecting was dangerous, because sometimes an old grenade or "nose cap" still had a sting.
>
> I was a month doing working parties, mostly at night to the time of machine-gun bullets, and there were shots on the road going and coming which were quite hot at times. But I had not reached the line. Gee! How I admired those mud-stained troops coming out and those others going in! They were actually in it, and how I would hold my tongue and listen when they would speak of bays and traverse, rum-jars, *Minniewurfers*, listening-posts, and stand-to! These men had actually seen life; they were veterans, and how wonderful that they could "go in" and come out. Why, some of them had been in France a year. I thought a man was lucky if he did not get napooed first trip in.

But finally the time for which he had been eagerly waiting arrived. He was to "go over the top" in the morning! He writes:

> I was loaded down like a dromedary; I looked like a Christmas-tree all hung. Rifle, bayonet (keen-edged), grenades, a pick and shovel, umpty rounds ammunition, two packs of rations. All drest up and nowhere to go! And as luck would have it we got lost and prowled around half the night looking for our sector of trenches. We finally hit the front line and had to go along it for quite a distance. We had been shelled considerably in the communication trenches and had a number of casualties. This was war; I was finally in it. I can not say that I was not excited, but I don't think I was afraid; only sort of apprehensive. Thank God! it was night, and I overlooked a great many horrors; those patches of black here and there on parapet and paradore, I learned what they were later.
>
> "Please step high and over here. Thanks."
>
> "What's matter? Wounded?"
>
> "No. My pal is dying."
>
> A little farther on a fellow lying on his back and looking straight up—and many such. Something seemed to grip me; I wanted to run, but those fellows ahead of me were cool enough; they were not afraid. Then we reached the "jump-over trench." Our battalion was scheduled to start 6:30 A.M.
>
> We were to have a barrage. Now I knew all about a barrage, but had never seen one in action. Everything was quiet after 3 A.M.; not a shot was fired. Fritz was sending up lots of star shells, but that's his way. Six-fifteen, 6:25, 6:30. My God! all hell turned loose; my heart lost several beats and then caught up and overdid itself. Some one shouted, "Let's at them!"
>
> Oh, it was a dandy barrage, and we walked over behind it without much opposition and took our objective. I threw my grenades at a couple of Huns in a bay and when they exploded (both Huns and grenades) I slid into a trench, and, according to plan, rebuilt the firing step. I prepared myself in case of counter-attack. I did not get a chance to use my lovely bayonet. Fact is, I have never had a rifle from that day to this, but came near using my knife, and then finally used it many times. You see as a stretcher-bearer I found that long, keen blade far more suitable for cutting away clothing than a pair of shears. And I found out I had been kidding myself when I thought I was of the ferocious, bloodthirsty breed. Oh, a fellow sure gets acquainted with himself over here.

They lost three of their first-aid men "going over," and the fourth was put out of action an hour afterward. Then, Donnelly writes:

> The sergeant-major asked for volunteers, and I ceased to be counted as a fighting man. Well, I answered the call all that day, and not only drest men, but with another fellow carried them out to a sheltered spot in a sunken road. About four o'clock in the afternoon an officer came to me and said:
>
> "There's a Hun lying in the trench up a ways. Will you get him out?"
>
> Then I got tough.
>
> "Yes, I will get him out. I'll slit his throat." And I drew my big knife, already blood-stained. "Yes, I'll get him out."
>
> I went up to the Hun—a big blue-eyed Saxon. He looked up at me and said:
>
> "*Wilst du ich aus mocht?*" (Will you get me out?). One look at the poor devil and I drest his wounds and carried him the first lap on his journey to the hospital.
>
> And thus died the last spark of frightfulness that was in me. I was not made of the same stuff the Hun was.

American women who are engaged in long-distance godmothering of French *poilus* will be interested to hear that the American boys are well supplied with substitute relatives "over there." R. J. Lowry, of Company F, Thirteenth Engineers, writes to Topeka, Kansas, friends of a picturesque Frenchwoman who acts as "mama" for the entire company. The Kansas City *Star* prints his letter, in which he says:

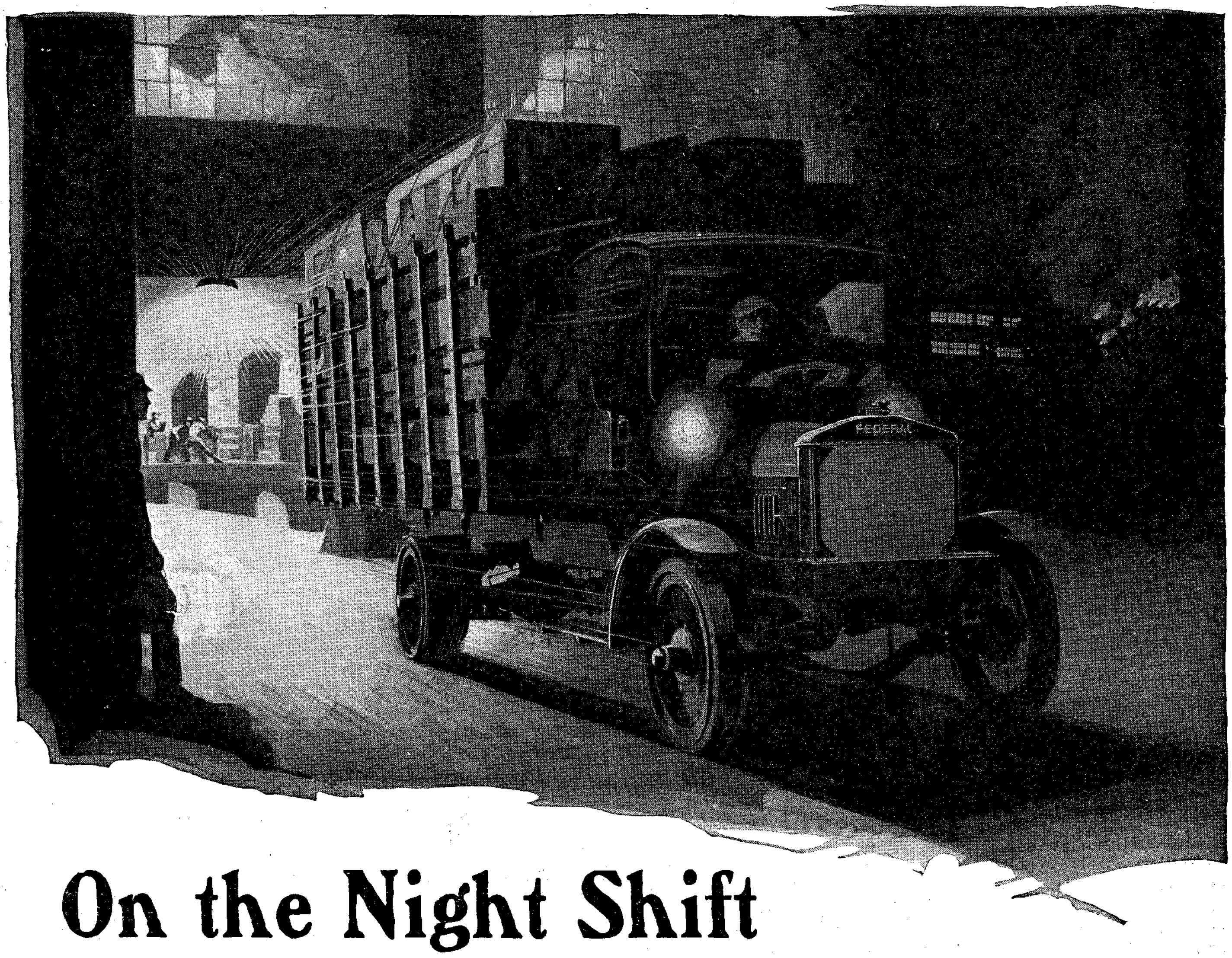
> You know, of course, how foolish Americans are over mothers; wherever one goes he must single out some one particular woman for his guidance and respectful affection. In some cases we find each boy has a "mother" among the civilian population, while in my own case we have a mother in common.
>
> "Mama," as we call her, is typical of a great many French of this sector. A short, stubby woman, her form somewhat lost now, rather dark, with coal-black hair showing war-curses of gray, and round jovial cheeks, making her little blue flashing eyes flash fire at times, and, peeping out beneath the curls of black, two tender lobes support fantastically shaped earrings. Drest in her common but neat black gown, with here and there a few tiny splashes of mud around the bottom, which her huge wooden shoes have spattered a little too high, she laughingly greets us with a merry, full-hearted "*bon-jour*" or "*bonsoir*," as the case may be, holding wide the heavy door which opens through a long, dingy hallway to her home.
>
> I know you have never seen a home anything like mother's. The nearest classification we would give it is home-saloon - bedroom - wine-room - grocery-cellar.
>
> Once inside, you are led into the front-room, that is, the dining-room, sleeping quarters, and grocery.
>
> The first appealing thing to the soldier is not, as you might think, the groceries, but the beds. While not quite so wide as ours at home, mother's beds (two) are at first sight stunners, as they are half the height of the room.
>
> Then, on the other side of the room stand the grocery shelves, loaded with such commodities as the journeying soldier most likes, all labels of course being written in French, with the exception of a few American products, such as salmon and fruits. One large piece of cheese takes the foremost rank on the six-foot front counter. The little recesses of the shelves are stocked with wine, eggs, nuts, and canned goods, mostly unknown to the American trade.
>
> Between the grocery department and the sleeping quarters stands the dining-room table, a large, round, five-legged affair which shows many scars of battle.
>
> Seated at the table, one naturally looks into the next room, which is separated by what at one time must have been a panel arrangement, but, due to the pressure of war and light, mother, I presume, has sanctioned the kicking out of the panels, and only the framework stands as a wall. A large, brightly burning fireplace stands at the farther end of the room, lighting up as best it knows how this larder of the wine and beer. Added to the two or three flickering candles, this fireplace defines the large casks of wine and beer lined up on platforms against the wall, and on the other side is a rudely constructed table, long and capable of seating some twelve or fifteen laboring French soldiers, who pass their grief and joy over to each other as they fill and refill their little aluminum cups with the famous pinard.

## NEED OF THE HOME-TIE AMID THE HORRORS OF WAR

LETTERS to the "folks" form only one link in the chain that binds home and trench. There is another even more important one—the letters of the home-folks to the boys at the front. Nothing more quickly develops the finer and nobler instincts than the *call* to the front in defense of home and country, while nothing is more trying, mentally, physically, and morally, than *service* at the front, declares Lieut. John Dunton Sharman, of the Second Battalion of East Ontario Canadians. And this fact, he says, makes it all the more imperative that the strength of the home-link be maintained by constant reminders of the loved ones left behind—papers, letters, a bit of candy, anything that carries with it a message and the atmosphere of "Home."

At the Railroad Y. M. C. A. in St. Louis recently he told a story of that first fine instinct that needs such tender nurturing when it is once sown among the weeds and tares of a world at war. A Scotch boy, together with other members of Sharman's company, had been given twelve hours' relief from first-line duty because of their splendid work in an offensive on the night before. The boy stood leaning against a fence with a far-away look in his eyes while the others were laughing and joking and generally enjoying their leave. Sharman, noticing the boy's apparent dejection, went over to him and asked:

"What's the matter, Sandy?"



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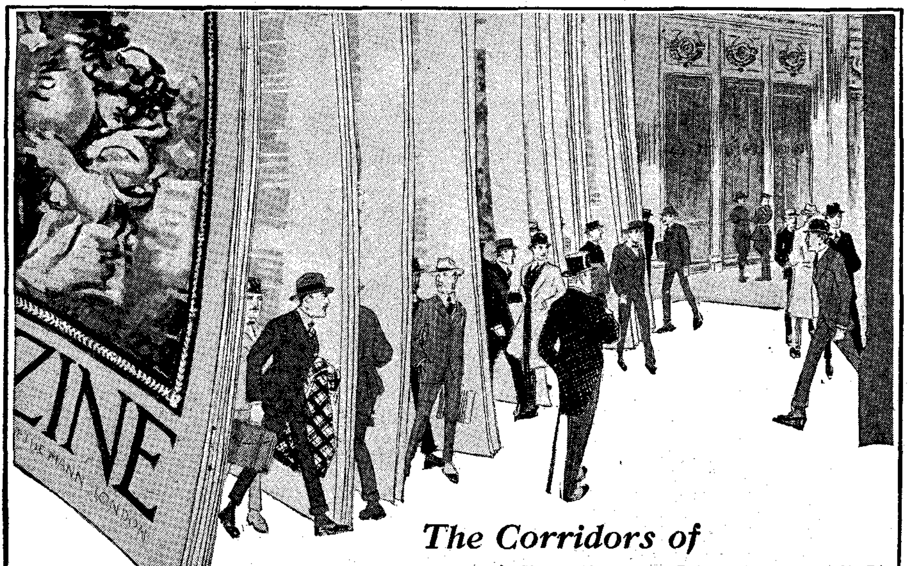

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"My name's not Sandy," replied the boy shortly.

"Well, well," said Sharman, laughingly, "it's a good enough Scotch name. But what's the matter with you, lad?"

The boy looked cautiously around, and then drawing close to Sharman so that none might overhear him, he whispered:

"I shot a German last night, and—and I'm sorry I did it!"

This was an example of the fine instinct that is so soon hammered out of the fighting man by the gruesome necessities of war—unless the home-tie is ever kept strong. The St. Louis *Globe-Democrat* thus quotes Sharman:

> "The men and boys need the home-ties more than they need anything else. A paper from home is sent down the line and everybody reads it, if the man is from Maine and the paper comes from California. It is from home. They read the accounts of somebody's party, somebody they never heard of, hungrily. It is from home.
>
> "The Government furnishes socks, but they aren't like those mother knits. They can get all the chewing-gum five miles back of the line they want, but it isn't from home. Once I came upon a chap sitting with a piece of fudge in his hand and looking into the distance. I took it from his hand and ate it and he didn't notice it for a while.
>
> "It was bringing up visions to him of a sweetheart, of a sister, or a mother back there. He could get all the candy he wanted back of the line, but he couldn't get any which brought up those visions of home, those visions which made him keep straight, because he knew somebody cared for him and somebody expected it of him.
>
> "Do something besides hang service flags in your homes. You don't need those to keep them in your mind, but they do need something to keep you in their minds. Don't waste sympathy on them. They don't want it. If you have any sympathy to waste, spend it on those fellows who went down last week without a chance to see the fight. The heart of every soldier goes out to those men.
>
> "Write them cheery home letters, telling them what you are doing and letting them know there is somebody back here who believes in them and trusts them. Every man should be followed by letters. Letters, letters, and more letters. I can't say it too much, there is nothing under the sun so welcome to the chap over there as a letter from home. The tie of home life must be kept up, even in the face of the eternally masculine army, if we want those men to come back the same men they were when they started over."

Here are some of the actualities of war that threaten to deaden and destroy that finer instinct unless the home-ties are firmly knitted. Lieutenant Sharman says:

> "I don't expect to live long enough to efface from my mind some of the pictures of this war. One fight I witnessed from a height in 1914. The Allies were trying to take a wood held by the Germans. The colonial troops of Great Britain, the dark-skinned men with their bright-colored robes and turbans, the French with their bright-red trousers and blue coats, the British, the Kilties, and the Canadians. Wave after wave of them

# The Scientific Way To Save Teeth

*All Statements Approved by High Dental Authorities*

## End That Film

### Then Keep It from Accumulating

These are facts which everybody should consider nowadays. Any well-informed dentist will confirm them. And they do away with old teeth-cleaning theories.

The all-important object in tooth brushing is to remove that slimy film. You feel it with your tongue. Any method which fails to do that will fail to save your teeth.

That film is the cause of nearly all tooth troubles. It absorbs stains, and thus the teeth discolor. It hardens into tartar.

It holds food particles which ferment and form acid, the cause of decay. It covers the acid and holds it in contact with the teeth.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. And by entering the system, bacteria and their toxins may cause many serious troubles.

It is that clinging film — not merely food debris — which the tooth brush must combat. And that is where the tooth brush has so largely failed. The film lingers in crevices, hardens and stays. There the ordinary dentifrice little affects it.

That is why brushed teeth so often discolor and decay. That is why tartar forms, why pyorrhea starts. And why a vigorous dental cleaning is so often necessary.

The reason lies in that film. Now we wish to explain — and ask you to prove — how a new way called Pepsodent deals with that film.

## A Week's Test

### Will Show How to Do It

Analysis shows that the film is albuminous. So Pepsodent is based on pepsin, the digestant of albumin. The object is to dissolve the film, then keep it from accumulating.

Pepsin long seemed impossible. It must be activated, and the usual agent is an acid harmful to the teeth.

But science has in late years found a harmless activating method. Five governments have already granted patents. This method — used in Pepsodent — makes it possible to daily apply pepsin to the film.

For over three years, its effects have been under clinical observation. Able authorities have watched its effects in the dental chair and in the home. Now they agree that Pepsodent seems to solve this film problem. Today a very large number of dentists are urging its daily use.

We ask you to prove the results for yourself by accepting a One-Week tube. Use it like any dainty tooth paste, then watch its effects. Note how clean your teeth feel after using. Note the absence of slimy film. Note how the teeth whiten as the film disappears. That will show that Pepsodent is doing what has not before been done.

Make this test at once. You have found old methods ineffective. Learn what this one does. It will be a revelation.

Please cut out the coupon now.

**Pepsodent** PAT. OFF. REG. U.S.

*The New-Day Dentifrice*

**Sold by Druggists in Large Tubes**

THE PEPSODENT CO.
**Dept. 112, 1104 S. Wabash Ave., Chicago**

(100)

## One-Week Tube Free

THE PEPSODENT CO.
Dept. 112, 1104 S. Wabash Avenue
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Mail One-Week Tube of Pepsodent to

*Name* ______________________

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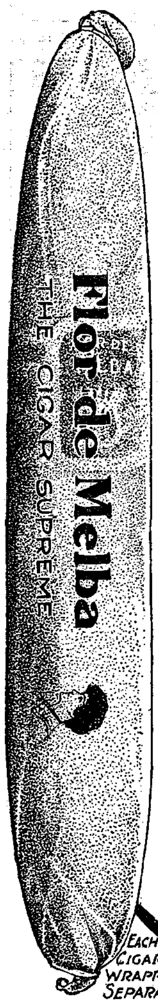


*For the Boys in the Service*
FLOR DE
MELBA
THE CIGAR SUPREME

THERE is nothing more enjoyable after the day's work than smoking one of these delightful, mild, high grade **Flor de Melba** cigars.

Send your boy a box of **Flor de Melba,** the cigar supreme to-day. He deserves the very best.

If you can't get **Flor de Melba** cigars from your dealer, please write us, Dept. A, and we will send to you, or *DIRECT TO YOUR BOY in camp, at sea or abroad, a box of 25 for $2.50 prepaid.* We will enclose your card if you so desire.

**I. LEWIS CIGAR MFG. CO., Newark, N. J.**
*Largest Independent Cigar Factory in the World*

A GOOD DAY'S WORK
THEN
A GOOD SHOW
FOLLOWED BY
A GOOD SUPPER
AND A BOTTLE OF
CLYSMIC
OF COURSE
KING OF TABLE WATERS

swept on toward that wood to be mowed down by machine guns.

"Each wave got a little farther than the last, until the second last wave of the reserves reached the wood. Among all those men that went over in those charges not more than 25 per cent. had a single cartridge. If the Germans had gained that coast it would have been all over.

"At the second battle of Ypres, I was in charge of a field-ambulance of the first division. In two days, fifty cars and four dressing-stations handled 10,000 wounded men. This was not an offensive, merely part of the price to hold the Germans back.

"When a soldier sees 1,000 men go over in a charge and 500 come back, when he has lived with the dead men, eaten their rations, taken their coats to keep warm, and their ammunition to fire, then a man realizes how little his life is worth, he realizes he is a soldier and fights not for his own life, but fights because he is a soldier.

"We thought we knew something when we first went overseas, but it didn't take the French and the Germans long to teach us real warfare. We soon realized how little we knew. Some of the best ideas came from the Germans when they were least expecting to give us information. For a long while we pounded in wooden stakes for our barbed wire and as a consequence of the noise did it under fire. The Germans taught us to make long iron corkscrews and do the work silently."

Sharman says the spirit of the men is splendid, and that he never knew an Allied soldier to shirk his duty. This even extended to a fifteen-year-old boy bugler who thought that he wanted to quit, but quickly changed his mind. Sharman's company was passing through a village that had been wrecked by shell-fire. A faint cry was heard proceeding from the ruins of a house and he went in to investigate. Sharman says:

"One of the dirtiest hands I have ever seen extended from a crack in a wardrobe buried in the débris. We dug it out and found a little British boy, about fifteen years old, wounded.

"He had come out with his father, an artillery man, as a bugler and had only been wounded when their gun was struck two days before and every one else had been blown up. He had found a dressing-station that was shelled and destroyed. Starting again, he had taken refuge in the house and by a third stroke of miraculous luck the wardrobe had fallen over on him and protected him when the shell hit.

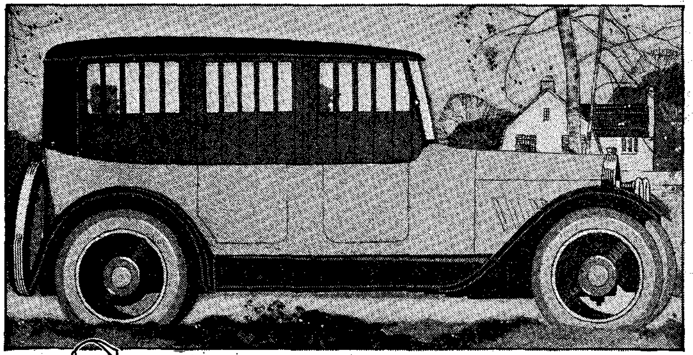
"'I want to go home,' he cried, 'let me go home and I'll tell them all it's a fine place so you'll get all the recruits you want. Let me go home,' the little fellow pleaded. I didn't blame him a bit. I wanted to go home, too.

"We took him to a station and started to feed him, but after a couple of mouthfuls he fell over, fast asleep. We left him with a note pinned to him, so they wouldn't bury him while we were gone. Five days later I saw him again, with a bandoleer swung around him. He was looking for a gun, going back to find his father."

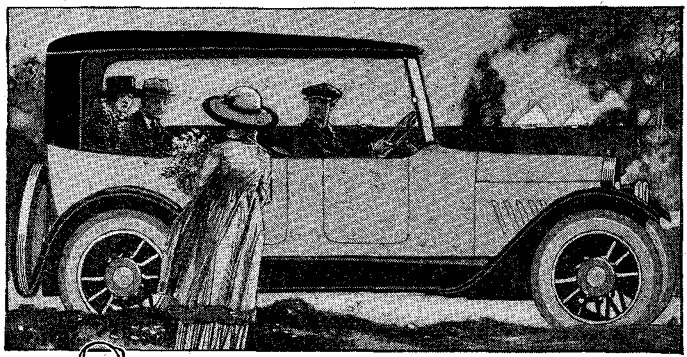
Lieutenant Sharman returns to duty in France shortly. His final message is:

"Remember, the strain those men over there are under is something we can not conceive. It is too great for them to bear alone, too great for any man. Keep up the home-touch."

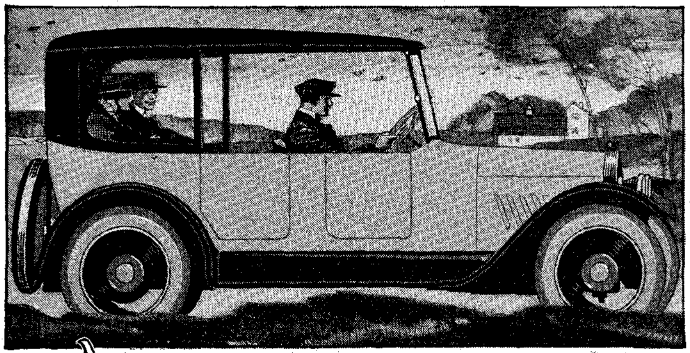
JANUARY · FEBRUARY · MARCH · APRIL · MAY · JUNE



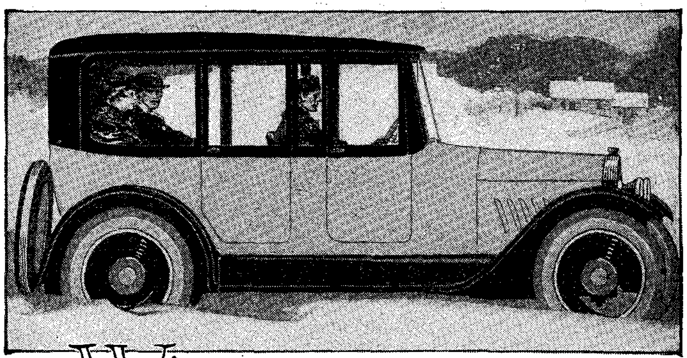
**Spring** RAIN PROTECTION
JIFFY CURTAINS IN PLACE



**Summer** COMPLETE VENTILATION
ALL PANELS REMOVED



**Autumn** TONNEAU PROTECTION
REAR PANELS IN PLACE



**Winter** WEATHER TIGHT
ALL PANELS IN PLACE

# Insist That Your New Car Have This Top

Multiply the *service* which a new car can give you—

Insist that it come equipped with the more *usable* protection of the Rex All-Seasons Top—instead of tying up money in a car having just cloth top shelter for the mild months.

At a small addition to the regular price of your new car, the Rex All-Seasons Top will effect a tremendous increase in its comfort, its convenience, its utility and its thrift.

In Summer, it is only 25 pounds heavier than the cloth top, and at no other time does the difference exceed the weight of a small-sized passenger; also a Rex-equipped model averages 500 pounds lighter than an ordinary sedan.

Therefore, the Rex All-Seasons Top preserves the unrestrained power of the touring car or roadster for both town and country driving and as well, their economy in the use of gasoline and tires.

And this top *remains up*, eliminating the constant raising-and-lowering bugaboo—especially the disagreeable work of removing tight boot, undoing stiff straps and arranging the trappings of a cloth top when the rain pours down, without warning.

During warm weather, the Rex All-Seasons Top affords larger side openings than raised cloth tops with *overhanging* edges.

Autumn and Spring call for a semi-closed car and the Rex patented construction enables you to place the rear side windows in position for tonneau protection, giving the shelter and appearance of a fashionable town car.

Then imagine your family next Winter, cozy and warm, enclosed by the Rex All-Seasons Top easily converted into a stout winter-tight top with broad vision windows, doors opening from both inside and outside, and many other strictly closed car advantages.

Of course, you have not even imagined that you could obtain such features at only approximately $200 additional to the regular price of a touring car or roadster.

*But you can*—and thus clear away need of spending later for extra winter top or sides.

Further, your Rex-Topped car will range $300 to $500 less than sedan construction.

**Rex**

**ALL-SEASONS TOP**

MANUFACTURED AND LICENSED
UNDER PATENTS THAT ARE BASIC

### *Write for Full Details*

Send name and seating capacity of the car you intend to buy, or of your present car, to obtain "A Rex Demonstration In Pictures."

*The Rex All-Seasons Top is obtainable as standard equipment on leading popular priced cars.*

Rex Manufacturing Company
Connersville, Indiana

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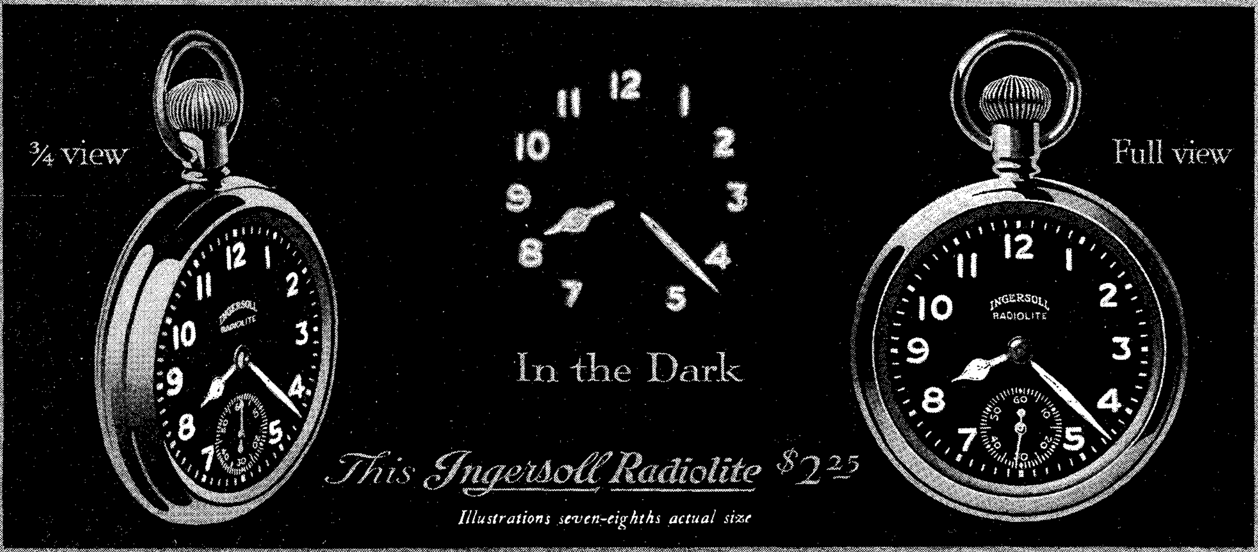


Illustrations seven-eighths actual size

YOU can buy this watch, which shows the time in the dark as clearly as in the light, for only $2.25—

*at stores in your neighborhood*

IT is the new Ingersoll Radiolite—with figures and hands that glow in the dark and show the time as clear as day.

THE substance on the figures and hands contains a minute quantity of real radium, thus making it permanently luminous without need of exposure to the light. This luminosity, like the watch, is guaranteed.

THE Ingersoll Radiolite is a 24-hour-a-day watch—a modern watch. It is the watch for people who demand full-time service from the things they own.

NO one ever knows how much he needs a day-and-night watch until he has carried one. It is particularly useful as an under-the-pillow watch. Motorists need it; so do sportsmen, travellers, night watchmen, farmers, boys and so on.

THE Two-in-One and the Wrist watches are widely used by nurses and by women in the home—the Two-in-One on the desk, dressing table, or piano and beside the bed at night.

FOR men in the service, in addition, there are soldier models — wrist watches and a special Service Watch which may be carried in the blouse pocket.

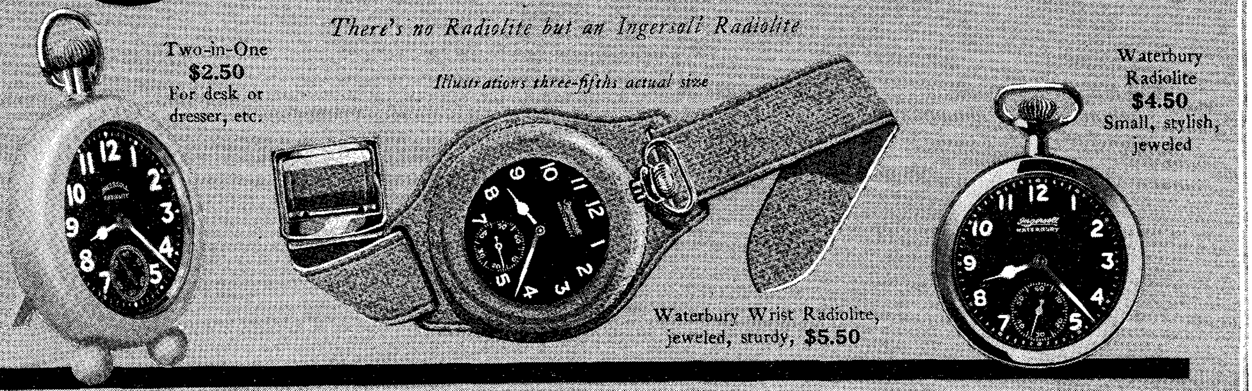
FOR a soldier, there's no gift like a watch, nothing so useful, nothing consulted so often, nothing such a reminder of the folks at home.

THERE'S an Ingersoll dealer near you. It is advisable that you see him soon for the demand for Ingersolls is much larger than the supply.

ROBT. H. INGERSOLL & BRO.
New York Boston Chicago
San Francisco Montreal

**Ingersoll Radiolites**

*There's no Radiolite but an Ingersoll Radiolite*



Two-in-One
$2.50
For desk or dresser, etc.

Illustrations three-fifths actual size

Waterbury Wrist Radiolite, jeweled, sturdy, $5.50

Waterbury Radiolite
$4.50
Small, stylish, jeweled

# THE SPICE OF LIFE

**War Ruining the Army.**—SERGEANT (one of the old school)—"It's the war that's ruining the Army, sir—us having to enlist all these 'ere civilians."—*London Opinion.*

**A Warning.**

"Spring's on her way,
Said Mr. Boff;
"But have a care,
Don't take 'em off!"
—*Milwaukee Sentinel.*

**How the Row Started.**—MR. BROWN—"I had a queer dream last night, my dear. I thought I saw another man running off with you."

MRS. BROWN—"And what did you say to him?"

MR. BROWN—"I asked him what he was running for."—*Tit-Bits.*

**Rather Damp Job.**—While in London on a holiday, a visitor went to have a look at the Thames. There was a steam-shovel at work out in the river and he was standing watching it. Suddenly he felt a tap on his shoulder and turned round to find a son of Erin standing there.

"Say," said he, "isn't London a wonderful place? By gorry, now just look at that thing goin' down there; now, look at it, isn't *that* wonderful? But say, old man, I wouldn't want to be the cove at the bottom filling that thing up, would ye?"—*Topeka State Journal.*

**Signs of Spring.**

I feel an el-
Emental urge
To break my shell
And outward surge
Beyond the sun,
Beyond the star,
Where all the un-
Known forces are.
I want to dodge
This life complex,
This hodge and podge
Of "soul" and "sex."
The troubled thought
Strives to be free
From this distraught,
Delusive "Me."
What is the thing,
This stirring force?
Can it be spring?
Of course!
—*Chicago Daily News.*

**Got Any in Your Pocket?**—The wife of a Dorchester man who had the traditional failing—he forgot to mail letters—has cured him. The mail is delivered at their home before the breakfast hour—which is comparatively late. One morning she said to her husband:

"Did you have any mail this morning, dear?"

"Only a circular," he answered as he bit into a fine brown slice of toast.

"Huh," said the wife. "By the way, did you mail the letters I gave you yesterday?"

"Sure I did," was the righteously indignant reply.

"Well," answered wifie, with an eloquent smile, "it's funny, then, you had no letters this morning, because one of those I gave you to mail was addrest to you—just as a sort of key."—*Boston Herald.*

**The Kaiser's Regret.**—THE KAISER (as he faced the final punishment)—"My one regret is that I didn't have another million lives to offer for my country."—*Life.*

**Avoid this Motto, Boys.**—SHE—"What is the correct translation of the motto of that lovely ring you gave me?"

HE—"Faithful to the last."

SHE—"The last! How horrid! And you've always told me before that I was the very first!"—*Minneapolis Tribune.*

**A Sure Sign.**—Jim McKay's baby is beginning to talk already, and it can't be much more than six months old. At any rate, one of Jim's friends says he sat alongside of Jim in a light-lunch *café* the other day and overheard Jim say, absent-mindedly, to the waitress: "Dimme a jinky water p'ease."—*Philadelphia Evening Ledger.*

**They Still Joke in England.**—"Just ask Dr. Jones to run round to my place right away. Our cook's fallen down-stairs, broke her leg; the housemaid's got chicken-pox, and my two boys have been knocked down by a taxi."

"I'm sorry, sir, but the doctor was blown up in yesterday's air-raid and he won't be down for a week."—*Punch.*

**A Matrimonial Prize.**—A young man who, during his brief career, had never been required to do very much labor at home, enlisted for the present war, and is now in a training-camp "Somewhere in America." A few days ago his mother received a letter from him in which he said that he had never worked so hard in his life, that he had been doing kitchen work, making beds, washing and drying dishes, etc., and that when he returned from the war he would make some fellow in California the very best wife there ever was.—*Los Angeles Times.*

**Just Like America.**—The American in England affords cause for much perplexity and astonishment to his English kinsmen.

A Yankee soldier was being shown over an old church wherein hundreds of people were buried.

"A great many people sleep between these walls," said the guide, indicating the inscription-covered floor with a sweep of his hand.

"So?" said the Sammy. "Same way over in our country. Why don't you get a more interesting preacher?"—*Pittsburg Chronicle Telegraph.*

**German Potato-Bugs.**—"The way Germany prepared for a generation for this war was positively uncanny," said a Congressman. "Yes, Germany's forty years of minute war-preparation is as uncanny as the story of the potato-bugs.

"On an autumn evening a group of Minnesota farmers sat around the fire in the general store and complained of the potato-bugs' ravages.

"'The pests ate my whole potato crop in two weeks,' said one farmer.

"'They ate my crop in two days,' said a second farmer, 'and then they roosted on the trees to see if I'd plant more.'

"A drummer for a seed-house cleared his throat.

"'Gents,' he said, 'all that's very remarkable. Let me tell you, tho, what I saw in our own store. I saw a couple of potato-bugs examining the books about a week before planting time to see who had bought seed.'"—*Washington Star.*

# CURRENT EVENTS

## THE WAR

### THE GERMAN OFFENSIVE

March 20.—Washington dispatches state that advices from Switzerland call attention to the concentration of large German forces under able leaders in the West. German newspapers are quoted to show that big armies have been put in the West, and increasing artillery-activities may be of "more than passing significance."

March 21.—London dispatches state that the long-heralded grand offensive of the Germans was launched soon after dawn by enormous masses of the Kaiser's troops against the British front in France. At nightfall the greatest battle of the war, in its scope and the number of men engaged, was raging with unabated fury. The British official report states that, after an intense bombardment, a powerful infantry-attack was launched by the enemy on a front of more than fifty miles, extending from the River Oise, near La Fere, to the Sensee River about Croisilles. Captured maps, indicating the intentions of the Germans, show that on no part of the long front have they attained their objectives. Austrians are known to have played an important part in the attack and the enemy is said to be using tanks on a large scale.

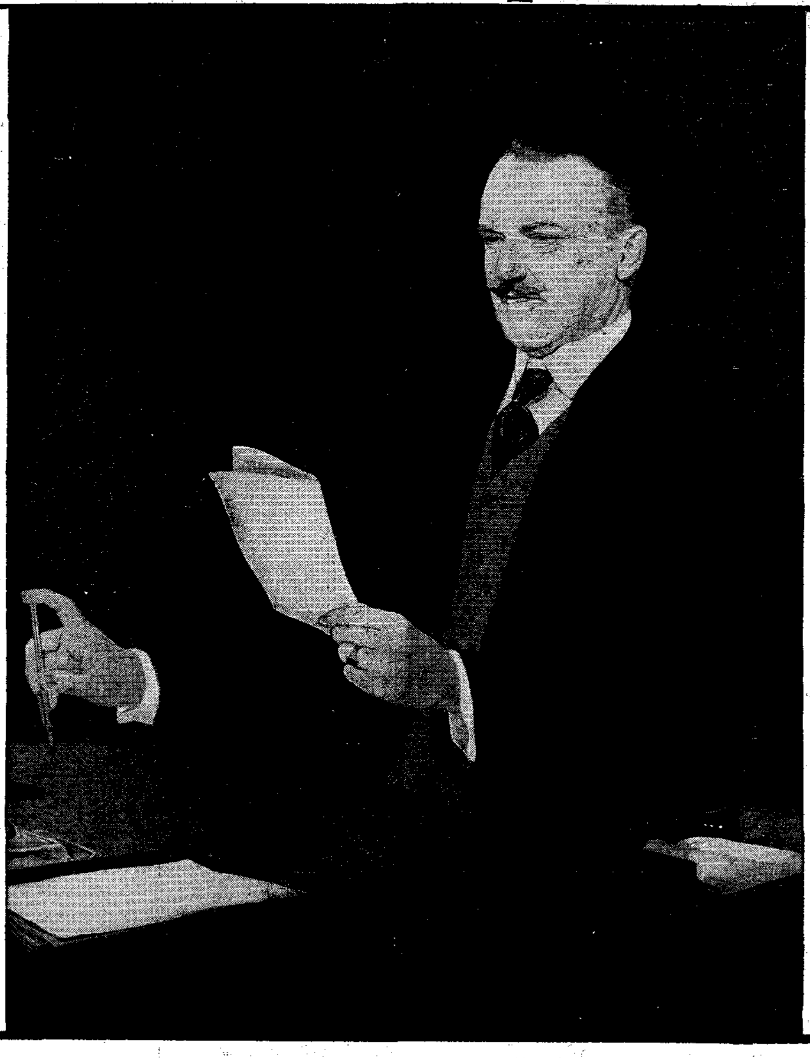
Bonar Law, addressing the House of Commons, states that there was nothing in the nature of a surprize about the German attack, which was launched on every part of the British line that the Government had been informed would be attacked. He assures the country that there is no cause for anxiety.

March 22.—A dispatch from the Headquarters of the British Army in France states that in the south, below St. Quentin, one British division beat off six German divisions. On the north of Flesquières the Germans, who had nine divisions (about 100,000 men), advanced 3,000 yards, suffering terrible losses. Before Cherisy the Germans had eight divisions against two of the British on a six-mile front. The great drive continued through the day along nearly the entire fifty-mile front, the British slowly withdrawing. Reliable reports state that the Kaiser is at the front and, with Field-Marshal von Hindenburg and General von Ludendorff, is directing the operations. The casualties among the Germans, who are attacking in huge masses, are declared to be appalling, the entire ground at the points of attack being covered with the enemy dead. The maximum gain by the Germans yesterday was estimated at two and one-half miles. The British official report states that the enemy made some progress at certain points, but at others was thrown back by counter-attacks. The enemy's advance everywhere has been made at great sacrifice. At least forty divisions have been identified on the enemy front. Doignies was retaken in a brilliant counter-attack by the British. On the southern battlefield the enemy had 1,000 guns in one small sector, or one for every twelve yards. The German report states that 16,000 prisoners and 200 guns have been captured.

March 23.—London dispatches state that the first stage of the great battle is finished with the Germans claiming the advantage all along the line from Monchy, near Arras, on the north to La Fere on the south. The Germans assert they have taken 25,000 prisoners, 400 field guns, and 300 machine guns. The casualties in the three days' fighting are estimated at 150,000 German

Nujol

*for constipation*



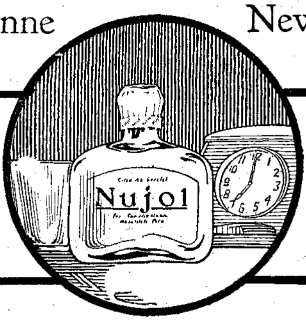
THE business man and the business woman say that Nujol keeps them fit. Why? Because most human illness is considered to be directly or indirectly caused by constipation. Nujol relieves constipation. It may help you. Try it.

**It is absolutely harmless.**

*At all Drug Stores*

STANDARD OIL COMPANY (NEW JERSEY)
Bayonne New Jersey

*Regular as Clockwork*



and 100,000 British. The British line is reported to have been penetrated for nine miles just below St. Quentin, the British retiring to prepared positions in the region from which the Germans retreated last spring. In the north the British are said to be holding well, altho at Mory, northwest of Cambrai, the Germans penetrated about four miles. The tremendous artillery-fire can be heard in London, 180 miles away. Field-Marshal Haig reports that the British have taken up new positions and "are heavily engaged with the enemy." The enemy's attacks were prest with the utmost determination and regardless of losses, but the British maintain their positions on the greater part of the northern battle-line. The massed German troops again offer good targets for low-flying British airmen. Twenty-seven enemy machines were brought down and twenty driven down out of control. Eight British machines are missing. Heavy fighting continued until a late hour at night when British air-squadrons dropt more than fourteen tons of bombs on hostile billets, ammunition-dumps, and in areas where attacking troops were concentrated. The Allied forces are retiring in good order.

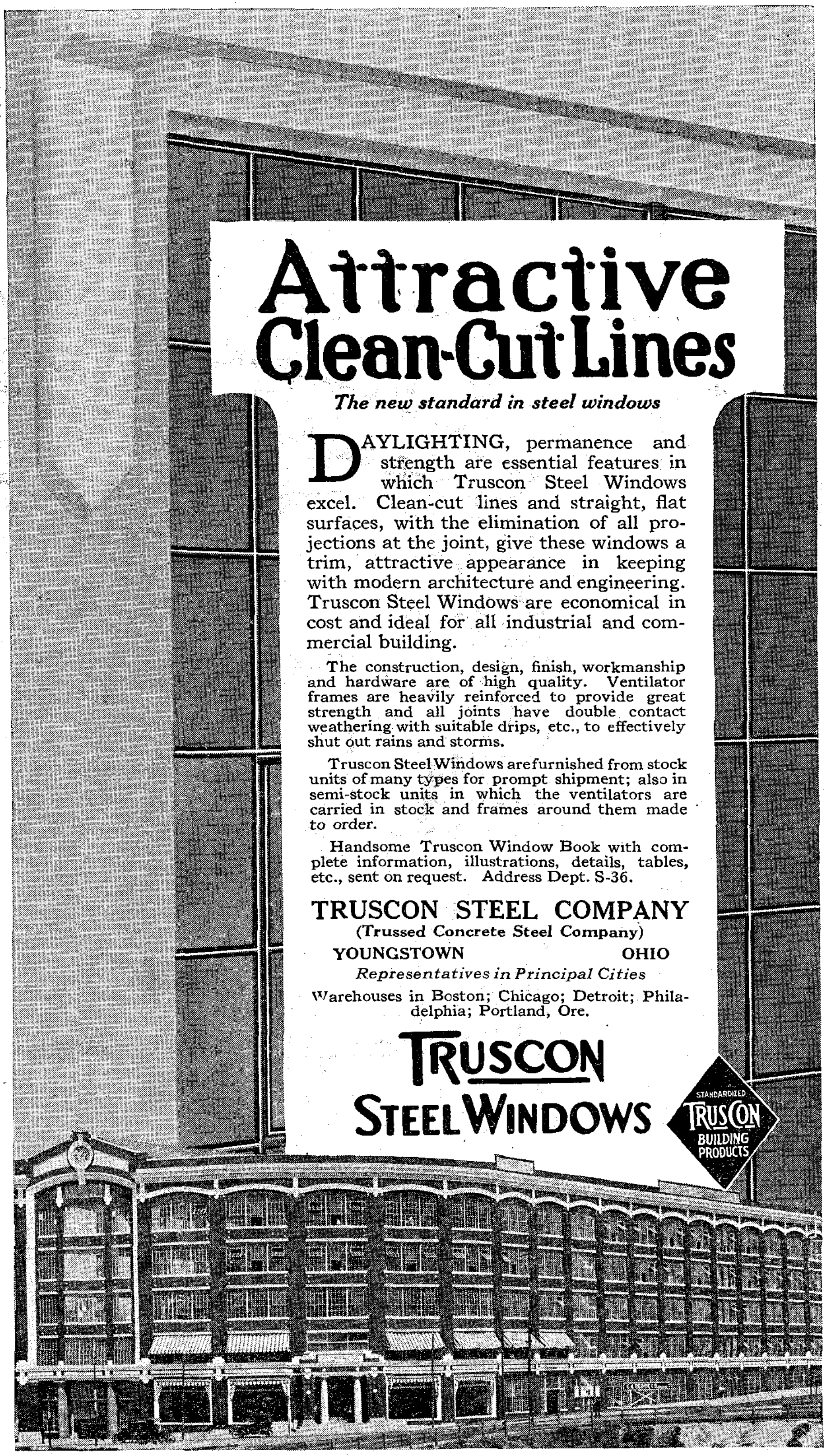
March 24.—One-half of the territory in France wrested from the Germans in 1916 is again in their hands as the result of the four days' fighting. Fierce fighting by both artillery and infantry continues on the entire front. The British official report states that the Germans succeeded in crossing the river Somme at points south of Péronne, but are being dealt with. On the right the British are in touch with the French and on the north of Péronne the troops have been withdrawn and are fighting in new positions. Further north repeated assaults have been repulsed with heavy loss to the enemy.

The French report announces artillery-action north of the Chemin des Dames and violent engagements in the Champagne in the region of the Monts, on the right bank of the Meuse, between Caurières Wood and Bezonvaux, and at Hartmannsweilerkopf.

Berlin reports Chauny taken and a gigantic struggle in progress at Bapaume. The announcement is made of the bombardment of the fortress of Paris with long-distance guns. The report states that the battle near Monchy, Cambrai, St. Quentin, and La Fere has been won, while the army of General von Dermar-Witz prest forward in pursuit of the British as far as their third position in the Equancourt-Nurlu-Templeux-La Fosse-Bernes line.

March 25.—London dispatches report that Bapaume has fallen and that the Germans have achieved other apparently important successes. British official reports state that the battle continued all day on the wide fronts south of Péronne and south and north of Bapaume. The enemy attacked with great strength and fresh forces and despite gallant resistance the British were forced to give way, the enemy occupying Bapaume and Nesle. South of Péronne German troops that had crossed the river between Licourt and Brie were driven back to the east bank. Heavy losses have been inflicted on the enemy by artillery and low-flying airplanes. South of Péronne the British were pushed back, while further south the enemy occupied Nesle and Guisard. French reenforcements are arriving.

The French night report states that in the neighborhood of Noyon the Germans are bringing in new forces without cessation. The battle continues stubbornly, the French, according to orders, giving ground foot by foot, altho carrying out vigorous counter-attacks and inflicting heavy losses on the enemy.



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DAYLIGHTING, permanence and strength are essential features in which Truscon Steel Windows excel. Clean-cut lines and straight, flat surfaces, with the elimination of all projections at the joint, give these windows a trim, attractive appearance in keeping with modern architecture and engineering. Truscon Steel Windows are economical in cost and ideal for all industrial and commercial building.

The construction, design, finish, workmanship and hardware are of high quality. Ventilator frames are heavily reinforced to provide great strength and all joints have double contact weathering with suitable drips, etc., to effectively shut out rains and storms.

Truscon Steel Windows are furnished from stock units of many types for prompt shipment; also in semi-stock units in which the ventilators are carried in stock and frames around them made to order.

Handsome Truscon Window Book with complete information, illustrations, details, tables, etc., sent on request. Address Dept. S-36.

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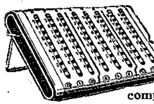
BROOKS' Baby BARLEY
For the baby that cannot be nursed



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Makes adding easy for anyone. It's accurate, quick, durable and easily operated. Capacity 999,999.99. Saves time, brain work, and eliminates errors. Thousands of pleased owners. Guaranteed one year. Delivered, complete, $2.50. Order yours today. Agents wanted.
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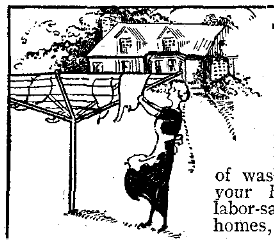

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Every improvement to lighten the burden of wash day should be in your home. A genuine labor-saver, already in many homes, is the

HILL CLOTHES DRYER
*In Three Styles—for Lawn, Roof and Balcony*

It is a neat, compact, convenient, revolving clothes line, carry-100 to 150 *feet of line. Saves dragging around a heavy clothes* basket—simply stand in one place and hang up the entire wash.

Ground socket furnished with each dryer and the dryer is easily put up and taken down each time.

Write for free folder showing different types and sizes.

HILL CLOTHES DRYER CO.
51 Central St. Worcester, Mass.

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You know, and so do we, that you can buy car paint for less than one-half the price of **Auto Namel.**

You also know, and so do we, that it takes a tubful of rhinestones to equal one real diamond.

Between car paint and **Auto Namel** there can be no comparison. **Auto Namel** is not paint. Paint requires skill. The astonishing thing about **Auto Namel** is that an amateur can give his car a piano finish equal to the work *of an expert. Nobody can believe* this but those who test.

*Write for booklet and nine colors*
*Excellent opportunities for dealers*

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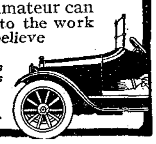

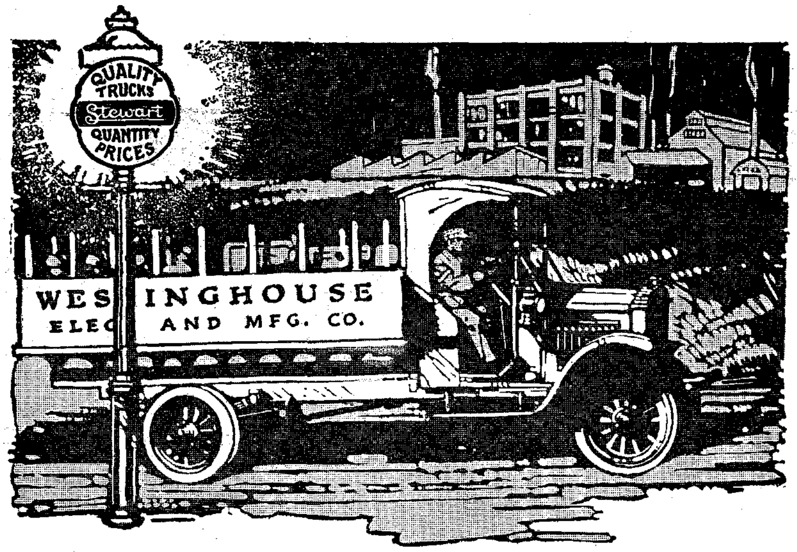

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**MOTOR TRUCKS**

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That's why (in 6th year) Stewart shipments have increased 278%.

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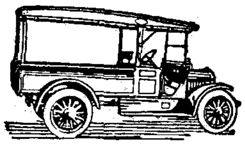
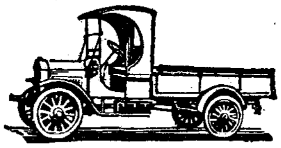
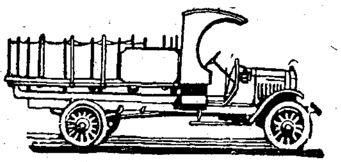


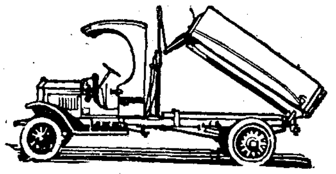
**Model 6-B, ¾ ton chassis $850**



**Model 8, 1 ton chassis $1395**



**Model 9, 1½ ton chassis $1750**



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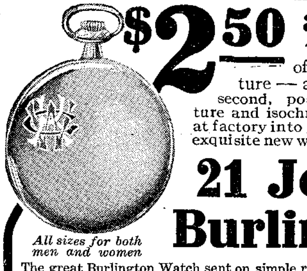

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Nesle has been lost and regained several times by desperate fighting.

Berlin reports that the German troops are fighting their way forward, and that between Bapaume and Péronne the British were driven back to their old positions held between the Ancre and the Somme before the beginning of the Somme battle in 1916. The report further states that in the evening the fortress of Paris was bombarded with long-range guns. On the evening of March 23 it is stated that the German troops penetrated between the Somme and the Oise, taking strongly fortified and stubbornly defended positions across the Crozat Canal, British, French, and American troops being thrown back, and cavalry divisions defeated with sanguinary loss. Since March 21, 45,000 prisoners and more than 600 guns are said to have been captured, with large quantities of munitions and implements of war as well as stores of supplies and clothing.

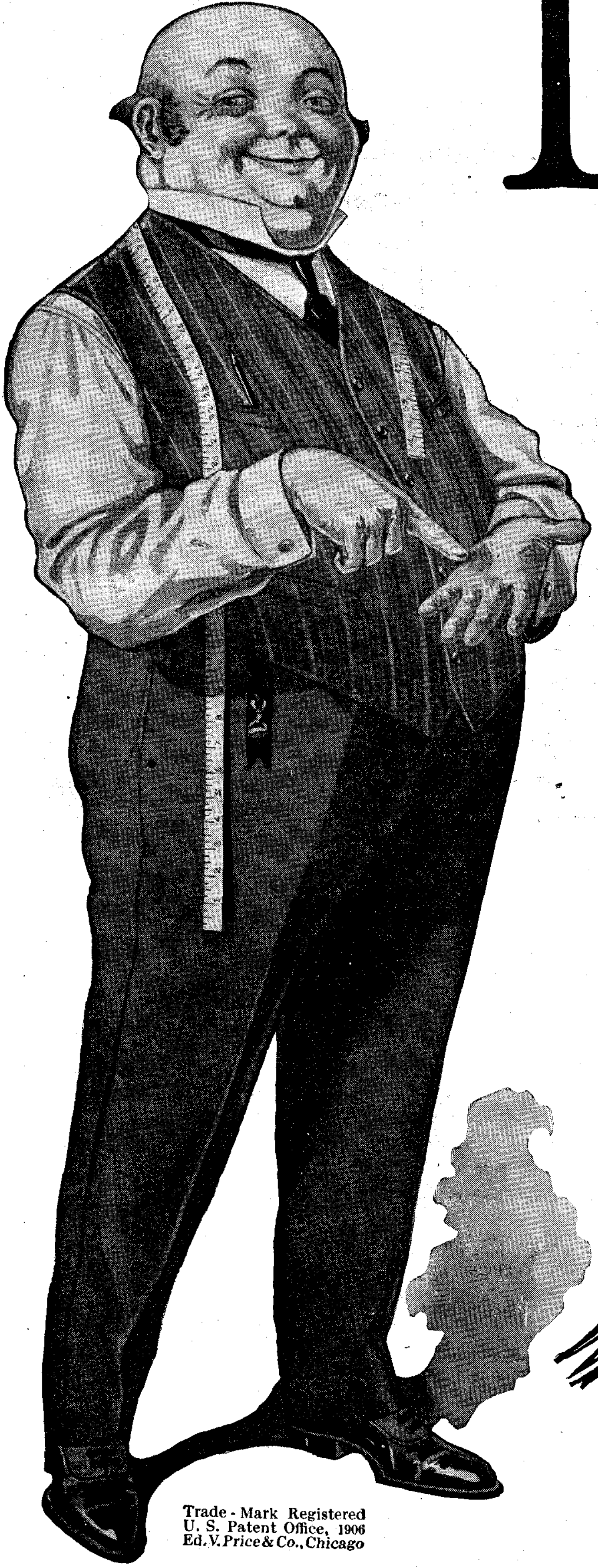
A London dispatch states that Premier Lloyd George has sent a message to Field-Marshal Haig in which he expresses the thanks of the British Cabinet for the splendid defense, and states that the necessary men, guns, and munitions to replace the losses are either in France or on their way.

A dispatch from the British front in France states that fifty-two enemy divisions (624,000 men) have so far been identified and others are known to be engaged. There is nothing yet to indicate that General Haig has drawn on his reserves.

March 26.—A dispatch from London states that the force of the German offensive has not yet been checked, but that there is every reason to believe that the advance is practically at an end, and that the critical moment is at hand when the Allied reserves may strike. The British official report states that much movement of hostile troops and transport has been observed, which have been engaged by artillery and airplanes. New hostile attacks are reported in the neighborhood of Chaulnes, while the battle continues on the whole front south of the Somme. Fresh German divisions have been identified. British, French, and American troops are fighting shoulder to shoulder, and French reenforcements are rapidly coming up. The enemy has been checked west of Roye and Noyon. The British line north of the Somme now runs: Bray, Albert, Beaumont-Hamel, Puiseux, Ayette, Boiry, Henin, Wancourt, just west of Monchy to the Scarpe, and thence along the original front.

The French report states that the troops are holding solidly to their positions on the left bank of the Oise above Noyon. The fighting continues with undiminished violence along the front comprising Bray-sur-Somme, Chauainet, Roye, and Noyon. The latter was evacuated during the night in perfect order.

The German night report states that a new phase has set in on both sides of the Somme, the British retreating on a wide front. The day report states that English divisions brought from Flanders and Italy and French divisions were defeated in desperate attacks. The armies of General von Bülow and General von Dermar-Witz have maintained themselves in Ervillers after a hot and fluctuating battle, and in the advance against Achiet-le-Grand captured Bihucourt, Biefvillers, Crevillers, Irles, and Miraumont, crossing the Ancre River. To the south of Péronne General von Hofacker crossed the Somme and took the heights of Maisonnette and the villages of Biache and Baleux. Etalon was wrested from the French and English.



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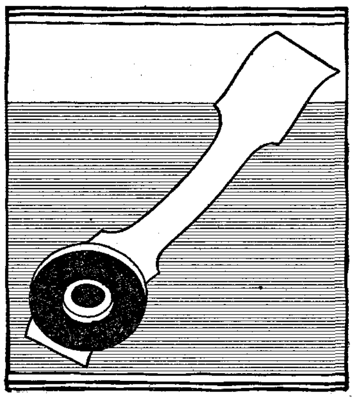

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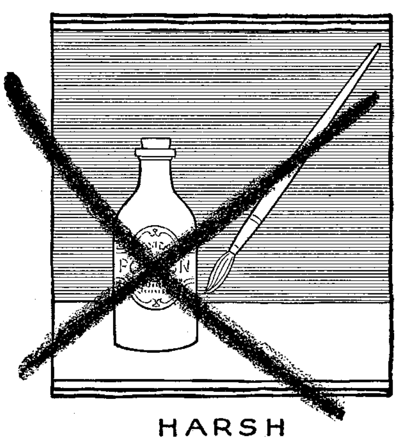

HARSH
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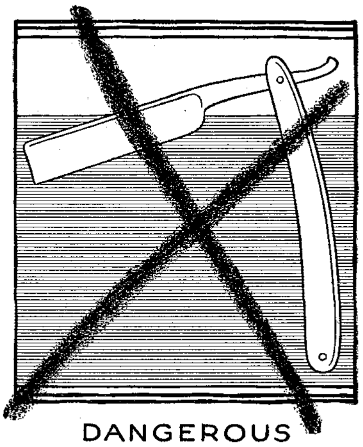

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Washington dispatches state that General Pershing reports that two American regiments of railway engineers were in the battle with the British on March 25 and 26.

A dispatch from Copenhagen states that the correspondent of the Berlin *Vorwärts* reports that the German Emperor and his staff are at St. Quentin.

### THE FRENCH FRONT

March 20.—A dispatch from London states that in a hand-to-hand struggle following an attack by the Germans on the French line south of Arracourt in Lorraine the enemy is repulsed, leaving some prisoners. Raids northeast of Reims and in the Souain sector are also repulsed with heavy enemy losses. Shelters full of German troops waiting to launch a counter-attack in Malancourt Wood are destroyed with their occupants and a large number of trench-mortars demolished. Many machine guns were brought back by the French. The Portuguese repulse a German raid near Fauquissart. Artillery activity is reported on both sides of the Passchendaele sector, in the Verdun region, southwest of Cambrai, north of Berry-au-bac, and at points in the Champagne.

March 22.—French night reports announce great artillery activity north of Chemin des Dames, south of Moronvillers. Three attacks by the enemy were without result.

March 23.—The French report violent artillery actions south of the Oise, in the neighborhood of Reims, in Lorraine between the Haricourt and the Vosges Mountains, and in the heights of Alsace. An enemy attack on Rirtzeach Woods was an entire failure. From March 11 to 20, twenty-six German airplanes and one captive balloon were shot down. On March 22, five German planes were shot down or seriously damaged.

Paris reports state that the city is shelled by a gun that is said to be located behind the German lines seventy-four and one-half miles away. About 10 persons were killed and 15 wounded. The shells fell at intervals of about twenty minutes.

### AMERICA AT THE FRONT

March 20.—A dispatch from the Headquarters of the American Army in France states that a German airplane flying over the lines northwest of Toul dropt rubber balls eighteen inches in diameter and filled with mustard-gas. No casualties resulted. It is now permitted to announce that during the last few days the Americans attacked the Germans with gas-shells with satisfactory results. American guns shell the village of Lahayville, causing two heavy explosions apparently of ammunition-stores. The first new American Military Crosses for "extraordinary heroism" have been awarded to Lieut. John O. Green, Sergeant William Norton, and Sergeant Patrick Walsh.

A dispatch from the Headquarters of the American Army in France states that Secretary Baker visited the first-line trenches, where the American troops are facing the enemy and remained during the entire day. On his return a shell burst less than fifty yards from his motor-car. He was uninjured.

March 21.—A dispatch from the Headquarters of the American Army in France states that the French War Cross is to be conferred on the following Americans who are in training in the Lunéville sector on the front: Corporals Mullins and Lavery; Sergeants Paulding and Justice, and Privates Cain and Brown. The men are from Ohio.

March 22.—A delayed dispatch from the Headquarters of the American Army in France states that the enemy first- and second-line positions east of Lunéville have been destroyed by artillery-fire. Artillery firing on both sides continues. A number of Germans surrendered to an American patrol and much information was obtained from them. Col. John W. Barker, of New York, has been awarded the French War Cross for gallantry in action on the sector east of Lunéville.

March 23.—A London dispatch states that Secretary of War Baker visited King Albert of Belgium on the front yesterday, and to-day returned to London, where he is the guest of Ambassador Page.

March 25.—A dispatch from the Headquarters of the American Army in France reports artillery action on the Toul front, the American guns heavily shelling the German positions.

Secretary Baker is presented to King George at Buckingham Palace and remains for an hour discussing America's operations in Europe.

Washington announces that Col. Douglas McArthur has been wounded in France. On March 15 he won the French War Cross for gallantry.

March 26.—Washington announces that the casualty list reported by General Pershing to-day contains the names of 23 men, and makes the total casualties 2,148, as follows: Dead, 1,383; wounded, 706; captured, 22; missing, 37.

### THE ITALIAN FRONT

March 22.—A Rome dispatch states that enemy patrols have been driven back at several points on the Italian front, and one Austrian division that had made its way into an advanced post was driven out in the Frenzela Valley sector. Along the Piave the artillery fighting is becoming more intense.

March 26.—A Rome dispatch states that an Austrian offensive on the Italian front is expected at any moment. No effort is being made to conceal the concentration of enemy troops and guns.

### THE CENTRAL POWERS

March 21.—Dispatches from The Hague to London state that Germany considers her relations with Holland altered by the latter's attitude toward the Entente and the United States, and that the abandonment of the remaining clauses in her shipping-loan terms would be regarded by Germany as a cause for war.

March 22.—A London dispatch states that the City of Brussels in Belgium has been fined 2,000,000 marks ($500,000) by Germany for a recent demonstration by anti-Flemish agitators.

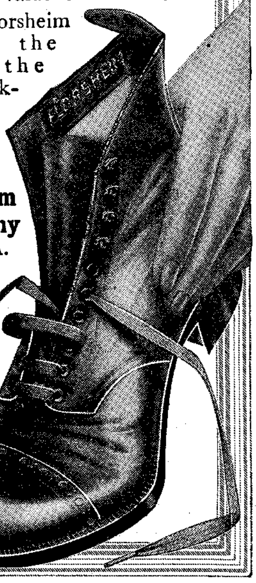
A Geneva dispatch states that the Turkish War Office is forming a battalion of young Turkish women to work behind the lines. All the officers will be women. An appeal has been issued to all women between the ages of eighteen and thirty to enroll.

An Amsterdam dispatch states that the German war credit of 15,000,000,000 marks (about $3,750,000,000) passes the last reading in the Reichstag and is adopted.

March 23.—Berlin announces that owing to the delay in forming the new Roumanian Cabinet the armistice has been extended three days, to expire March 25.

### THE SITUATION IN RUSSIA

March 20.—A delayed dispatch from Moscow states that Leon Trotzky, in reply to the Allies' queries as to the reports that the Bolsheviki had armed thousands of German and Austrian prisoners of war, asks that officers be sent to investigate. In response to the request Capt. William R. Webster, of the American Red Cross, and Capt. W. L. Hicks, of the British Military Mission, left for points in Siberia where Germans are reported to be armed with rifles, field-pieces, and ammunition.



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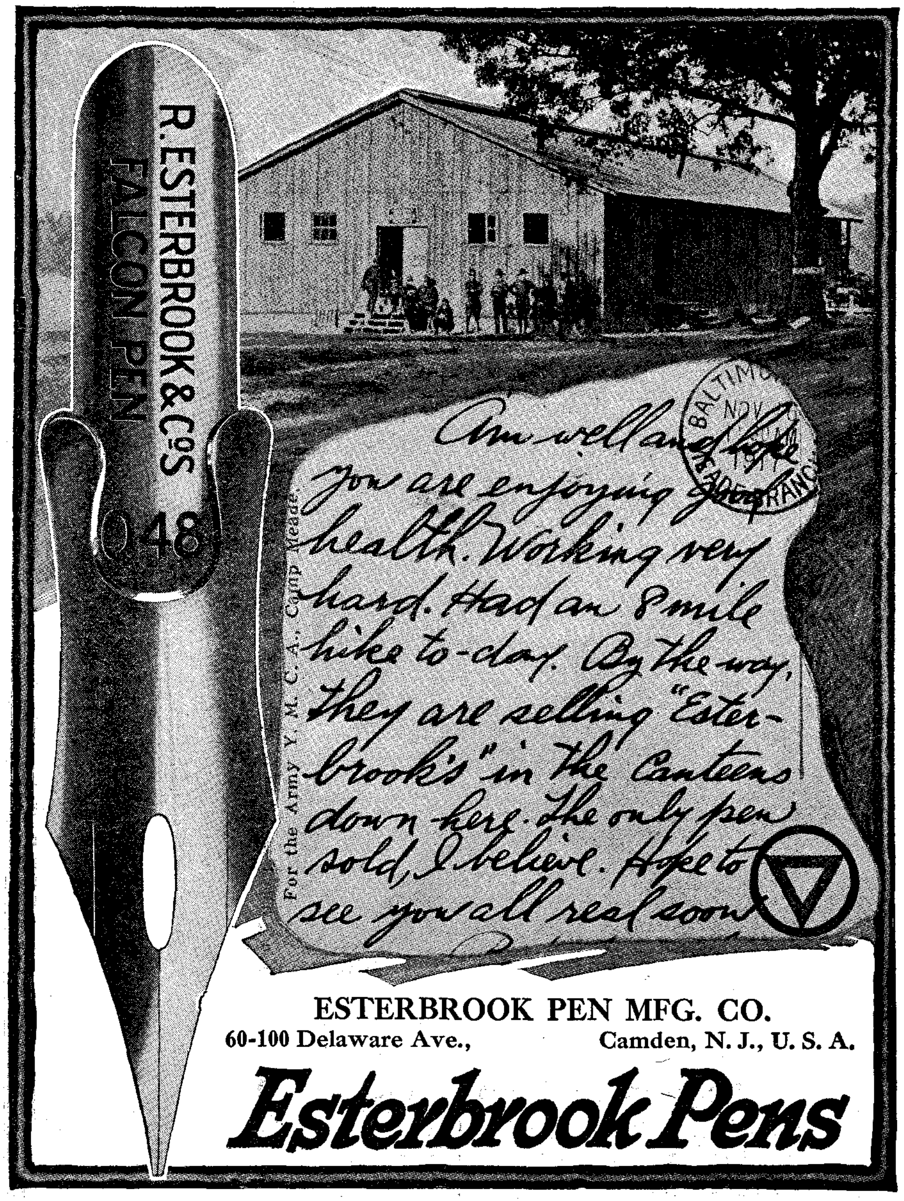

Am well and hope you are enjoying good health. Working very hard. Had an 8 mile hike to-day. By the way, they are selling "Esterbrook's" in the Canteens down here. The only pen sold, I believe. Hope to see you all real soon

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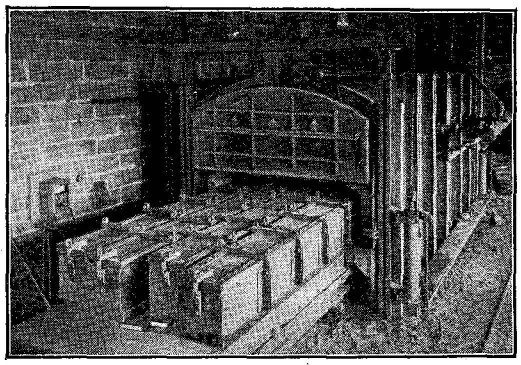
A Tate-Jones Furnace being loaded with pack hardening work.

A London dispatch states that the arrival of the German troops in Petrograd is imminent. They were last reported at Dno, 150 miles to the south.

March 21.—A Moscow dispatch states that Red Guards and revolutionary troops have recaptured Blagoveshtchensk after a battle with the Cossacks, and restored the *Soviet* authority in the town. Leon Trotzky reaches Moscow and announces that he will assume the duties of Minister of War, if there is a war. The evacuation of Petrograd continues and the government bureaus are being transferred to Moscow. In a statement issued to the Russian people from the American Embassy at Vologda Ambassador David R. Francis declares that Russia will eventually become a German province if the people submit to the peace forced by the Central Powers.

Berlin announces that Kherson in the Ukraine, ninety-two miles northeast of Odessa, has been captured by the Teutonic forces.

March 22.—A delayed dispatch from Moscow states that notwithstanding the ratification of peace with Germany the Teuton advance in Russia continues, the evacuation of Petrograd only serving to change the objective to Moscow, on which forces are said to be moving from three directions. The Governments of Poltava, Kharkov, and Tchernigov have all been declared in a state of siege by the Ukraine Government in order to prevent a further advance of the Austrians supporting the Ukraine anti-Bolshevik Rada. The *Soviet* Government is disarming and disbanding the old army and eliminating its influence. The Moscow *Soviet* has removed from its executive committee all soldier representatives and similar action is taking place throughout Russia. The new voluntary army, will select representatives in the various *Soviets.*

### THE WAR IN THE AIR

March 20.—A Paris report states that while on patrol duty on March 14, David E. Putnam, of Brookline, Mass., a member of the Lafayette Esquadrille, attacked three enemy airplanes, bringing down one and putting the others to flight. The next day he attacked two two-seated machines, bringing one down. In each case Putnam was alone in his machine.

Intense aerial fighting, according to London dispatches, continues on the front in France and Flanders. An official statement announces that 28 German airplanes were accounted for by British aviators and twelve British machines are missing. Seaplane patrols in Helgoland Bight bring down a German machine in flames. On the Italian front two German captive balloons are set on fire and two hostile airplanes are brought down by French and British aviators on the Asiago Plateau.

March 21.—Four enemy airplanes are destroyed by a British naval air-squadron prior to the bombardment of Ostend by monitors and a fifth is brought down by the British machines during the attack.

March 22.—A delayed dispatch from British Headquarters in France states that a British flying-machine with two occupants was attacked by a patrol of eight enemy scouts. Four were shot down and the British plane escaped, tho riddled with bullets. When it landed the observer was found to be dead in his seat.

March 23.—A British official communication states that the enemy's attacking troops and reenforcements on the wide battle-front in France offered excellent targets for low-flying British machines, which poured thousands of rounds into them, causing innumerable casualties. Sixteen enemy machines were downed and six driven out of control in air-battles. A hostile balloon was destroyed, and one of the enemy low-flying planes was shot down within the British lines by the infantry. Three British machines are missing. In the northern area airplanes dropt three and one-half tons of explosives on the dockyards at Bruges, and the same quantity of bombs on rest billets northwest of Tournai.

Reports from French Headquarters state that two German airplanes were destroyed and four badly damaged in a series of combats with French squadrons.

March 24.—A London dispatch giving the result of the aerial operations during the German offensive in France state that the enemy low-flying airplanes were most persistent in their attacks on the British infantry. A total of 29 hostile craft were brought down, and 25 others driven out of control. On March 23, another successful raid was made on the factories in Mannheim, and more than 14 tons of explosives were dropt on enemy billets, high velocity guns, and on railroad-stations in the battle area. All the British machines returned.

### NAVAL OPERATIONS

March 20.—A dispatch from Bern states that the steamship *Sterling* with a cargo of grain for Switzerland has been sunk in a collision.

A London dispatch states that the crew of the Norwegian steamship *Wegadesk* have been rescued from life-boats. A German submarine placed bombs aboard the vessel but her fate is unknown. The Norwegian sailing-vessel *Carla* was sunk by a submarine. The captain was killed but the crew were rescued.

A dispatch from Rio de Janeiro to Buenos Aires states that the Royal Mail Steam Packet Company has been notified of the torpedoing of the steamship *Amazon* near Gibraltar. The fate of the passengers and crew is unknown.

Sir Eric Geddes, First Lord of the British Admiralty, tells the House of Commons that the world's shipping, exclusive of enemy ships, was 2,500,000 tons less at the end of 1917 than it was at the beginning of the war. This includes ordinary marine losses not due to the war. The shrinkage is 3,500,000 tons less than claimed by the Germans.

The British Admiralty report for the past week, showing a slight decrease over the previous week, is as follows: Arrivals, 2,098; sailings, 3,217. British merchantmen sunk by mine or submarine, 17, of which 11 were of 1,600 tons or more; fishing-vessels lost, 2; merchantmen unsuccessfully attacked, 11.

March 21.—A London dispatch states that Ostend was bombarded by British monitors with successful results.

London reports that two enemy destroyers and two torpedo-boats are sunk by a force of five British and French destroyers off Dunkirk.

Washington announces that the explosion of a depth-bomb on board the American destroyer *Manley*, when that vessel was in collision with a British war-ship in European waters on March 19, killed Lieutenant-Commander Richard McCall Elliott, Jr., and three enlisted men, and wounded eleven others. The *Manley* reached a British port safely, tho damaged.

March 22.—The Navy Department announces the seizure of the *Agassiz*, a small American vessel which sailed from a Mexican port with several Germans on board, rifles, pistols, and German flags. She was taken to a Pacific port where the circumstances will be investigated.

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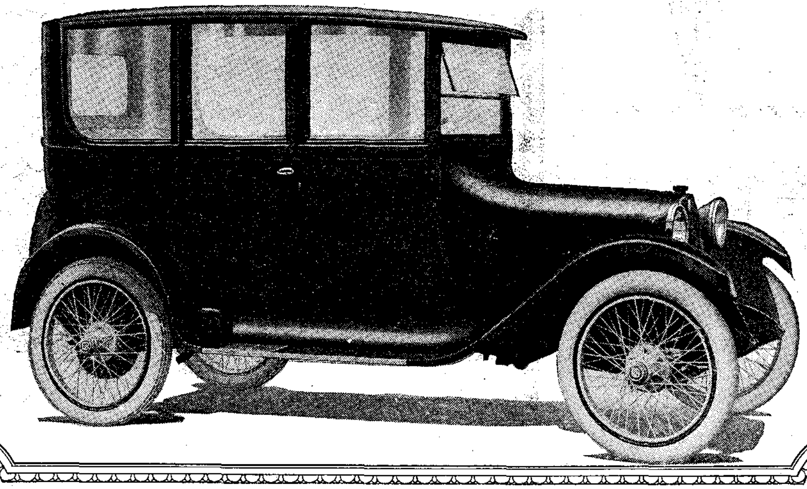

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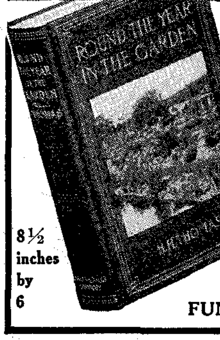

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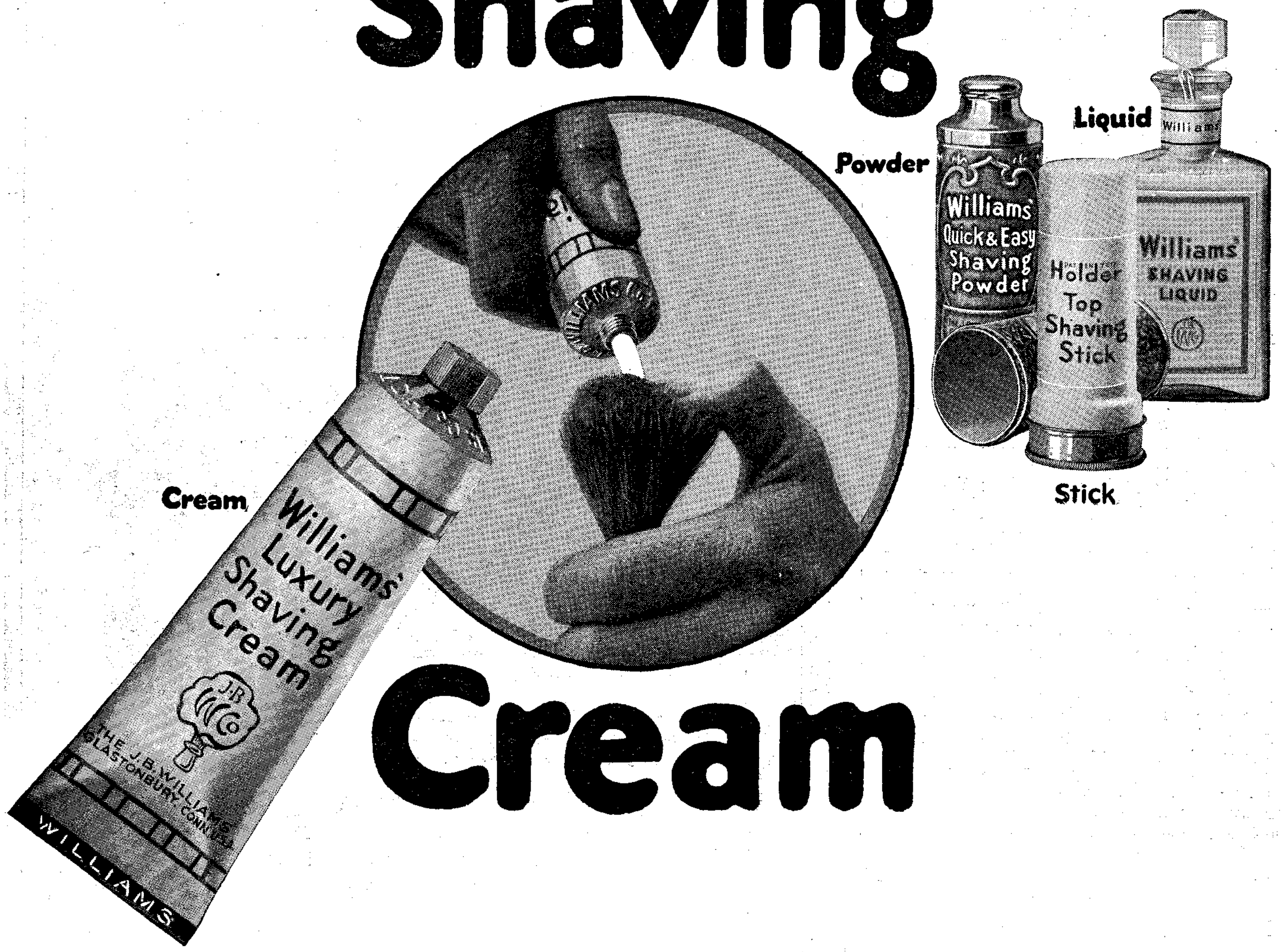
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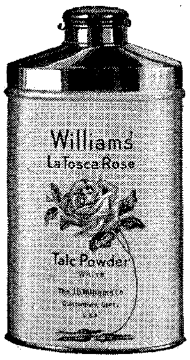
After the shave or the bath you will enjoy the comforting touch of Williams' Talc Powder. Send 4c. for a trial size of the perfume you prefer — Violet, Carnation, English Lilac or Rose.


Williams'
La Tosca Rose
Talc Powder

A Berlin dispatch to London states that torpedo-boat forces bombarded the fortress of Dunkirk and military establishments near Bray Dunes and De-paume. On the return, in a fight with Allied destroyers, the latter withdrew after being several times hit. Two German outpost vessels fail to return and are considered missing

Washington reports the sinking by German submarines of the Spanish steamship *Aripillao* and the sailing-ship *Begona.*

A Rome dispatch states that during the week ending on March 16, one Italian steamship of more than 1,500 tons, and two sailing-vessels were attacked and sunk by German submarines.

Washington announces twelve additional deaths as a result of the collision between the destroyer *Manley* and a British man-of-war on March 19.

March 23.—A Stockholm dispatch states that another German transport has been blown up by a mine near the Aland Islands. The men were rescued by the *Frankland,* another transport which was afterward badly damaged by an explosion.

OPERATIONS IN AMERICA

March 20.—A Washington dispatch states that an agreement on all the amendments to the War-Finance Bill has been reached in the House. Test votes show an overwhelming majority for the measure, and it is believed a compromise will be reached on all the differences from the Senate bill. The main difference is that the House measure limits the loans of the $500,000,000 corporation to $2,000,000,000, while the Senate limit is double that amount.

A dispatch from Washington asserts that Leo J. Frachtenberg, a naturalized Austrian who was discharged last October from a Federal department for disloyal utterances, is now an employee of the Committee on Public Information and charged with highly delicate diplomatic translations, including the President's message to Congress, which he is preparing for Polish readers. It is alleged that a single word or phrase in the Polish translation could turn the message into a pro-German utterance. A full investigation of the case is expected.

President Wilson, acting under the authority conferred upon him by the Naval Bill of 1917, issues a proclamation commanding the seizure of all Dutch ships in ports of the United States. Secretary of the Navy Daniels at once wired to naval crews held in readiness to take possession of the ships in the name of the United States and discharge their Dutch crews. The ships which thus pass into the control of the American Government number 68, with a total tonnage of 470,000. At the same time Great Britain seized 400,000 tons in British waters.

First Lieut. Walter L. Johnson, of Jersey City, is killed on the aviation-field at San Antonio, Tex., when the plane which he was driving fell 1,500 feet.

The first Liberty motor in actual service to reach Washington arrives, driving a navy flying-boat from Norfolk and carrying the pilot and two passengers.

March 21.—A battalion of Naval Reserves board 43 Dutch merchantmen in New York Harbor and practically assume control of the fleet.

A Washington dispatch announces that the Shipping Board is preparing for the construction of ten 15,000-ton freighters for transatlantic service.

A San Diego, Cal., dispatch states that the commander of the Rockwell Field Aviation School has ordered that all goggles made by an Eastern firm with a German name be turned into the

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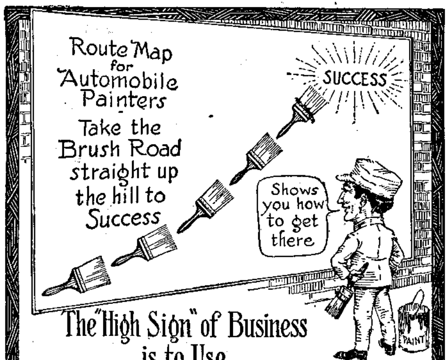

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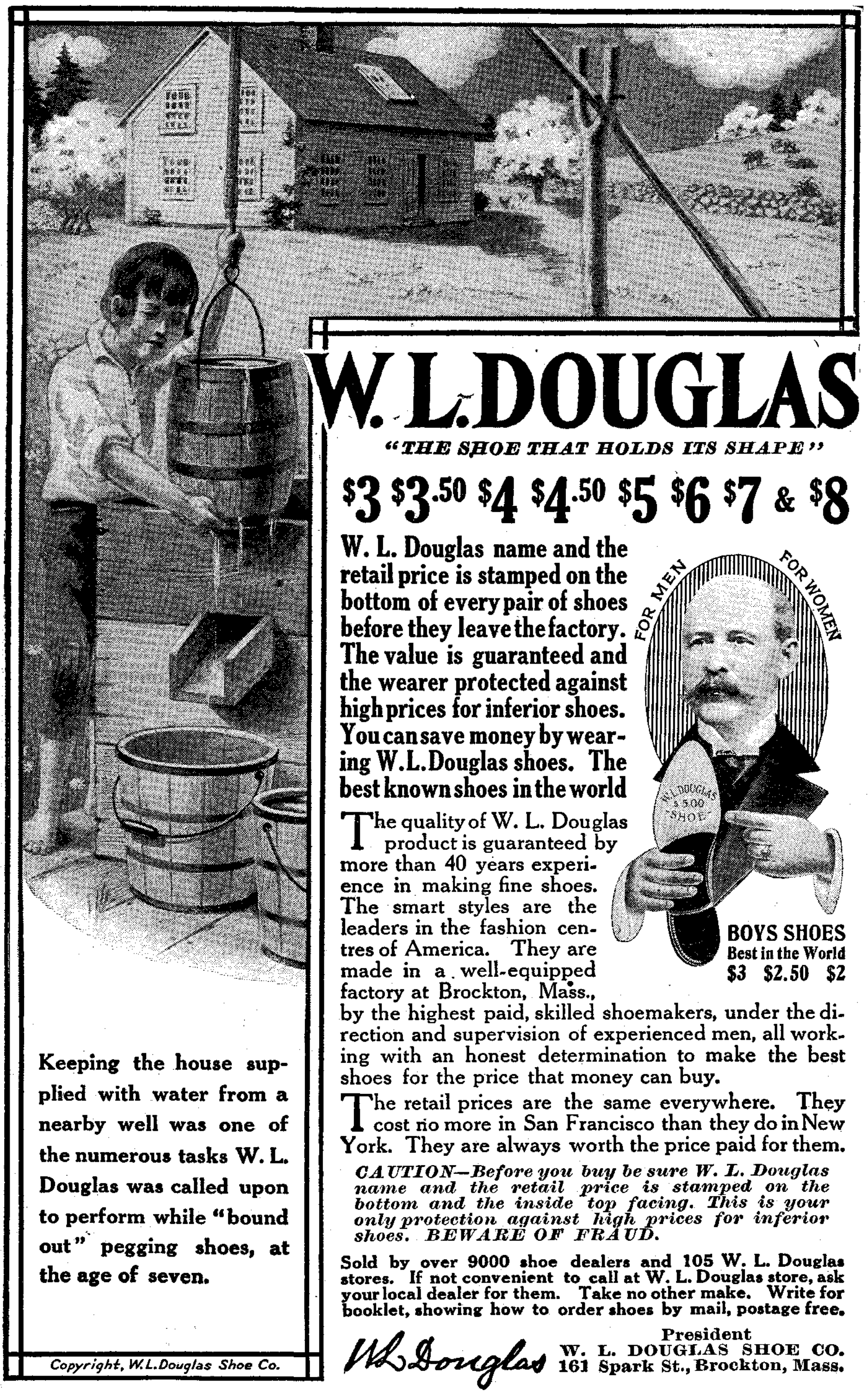
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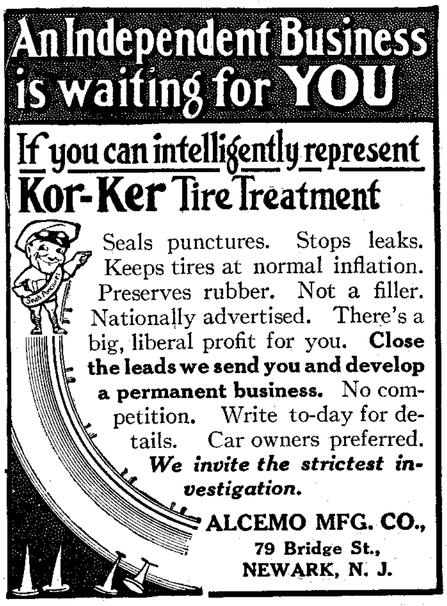
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officers or destroyed at once. They are said to reduce the power of vision more than eighteen per cent. and by their use students have misjudged altitudes to a serious extent in making landings. The trouble was discovered by former Mayor Mitchel of New York.

Major General Wood, who was wounded in France by the accidental explosion of a mortar shell that killed 11 men, arrives at an Atlantic port with Major-General J. Franklin Bell.

The Rev. Clarence H. Waldron, of Burlington, Vt., the pacifist preacher who was convicted by the Federal court of disloyal utterances and attempting to obstruct the operations of the draft, is sentenced to the Federal Penitentiary at Atlanta for fifteen years.

Scott Nearing, head of the so-called People's Council of America, is indicted for violating the Espionage Law in writing a pamphlet entitled "The Great Madness."

March 22.—A Philadelphia dispatch states that Fritz Bieret, assistant general-manager of the United States Gauge Company; William Heindricks, general foreman, and George Shubert, foreman, have been arrested charged with conspiracy to furnish defective gages for torpedoes used on American war-ships.

A dispatch from Helena, Mont., states that former Judge Charles L. Crum is impeached by the State senate on charges of sedition and disloyalty.

Washington reports that subscriptions to the latest issue of $500,000,000 certificates of indebtedness in preparation for the Third Liberty Loan have been taken in full.

March 23.—Washington announces the completion of sixteen plants for the construction of mobile artillery for the American Army.

Washington announces drastic restrictive measures under which the consumption of wheat will be reduced 50 per cent. until the next harvest.

March 25.—Secretary McAdoo makes public the terms of the Third Liberty Loan which will be for only $3,000,000,000 with the right reserved to allot subscription. The interest will be 4¼ per cent., and the bonds will not be convertible.

Dr. Karl Muck, leader of the Boston Symphony Orchestra, is arrested as an enemy alien.

March 26.—Senator Lodge, of Massachusetts, leads a bitter attack in the Senate on the airplane, ship, and gun shortage, during which it is admitted that instead of 12,000 airplanes for the American Army abroad only 37 will be ready by July 1.

### THE WAR IN THE EAST

March 21.—London reports gains in Palestine, the British having secured Elowsallabeh and the high ground to the westward.

March 25.—A dispatch from London states that the British positions in Palestine have been extended for nine miles in the direction of Es-Salt. The advance was opposed by both Turkish and German troops.

### FOREIGN

March 20.—Because of the necessity for reducing the consumption of coal in England, it has been ordered that for London and the southern counties 10:30 shall be the curfew-hour, after which there shall be no lights in shops, hotels, clubs, or restaurants, and the service of hot meals must cease between 9:30 at night and 5 o'clock in the morning.

A Bucharest dispatch to Copenhagen announces the appointment of Alexander Marghiloman, leader of the Conservatives, as Roumanian Premier.

A Buenos Aires dispatch states that the Swedish vessel on board which Count von Luxburg had been granted a safe passage now refuses to accept him as a passenger.

Dispatches from London announce the uprising of natives in Baluchistan.

A Venice dispatch states that in consequence of recent air-raids the exodus from the city has been resumed.

March 23.—A delayed Stockholm dispatch states that Premier Eden of Sweden declares the Government will continue to maintain a policy of unshakable neutrality.

Dispatches from Waterford, Ireland, state that the election of Capt. William Redmond to succeed his father in the House of Commons was accompanied by disorder that lasted all night. Captain Redmond defeated Dr. White, a Sinn-Feiner.

Rome reports that General Aldieri has retired as Minister of War and has been succeeded by General Zupelli.

A Rome dispatch states that a message from the Pope to the Emperor of Austria-Hungary urges that the belligerents agree to limit the operations of airplanes to the zones of military operations.

## DOMESTIC

March 20.—Irvine L. Lenroot wins the Republican nomination in Wisconsin for the United States Senate by a margin of 2,000 votes over James Thompson, the La Follette choice.

A Washington dispatch states that a formal recommendation against recording the soldier vote in France for elections held during the war has been prepared by the War Department after obtaining the opinion of General Pershing and his staff and of the officials on this side. It is the general opinion that no practical method can be devised.

A decision is filed in the United States Circuit Court in Wilmington, Del., in favor of Pierre S. du Pont in a suit brought by Alfred I. du Pont and others, involving $50,000,000 of the stock and dividends of the E. I. du Pont de Nemours Powder Company.

March 21.—After five days of debate the Senate adopts by a vote of 49 to 18 an amendment to the Agricultural Appropriation Bill introduced by Senator Gore, whereby the price of wheat to the farmer is fixt at $2.50 per bushel. The President had decreed a $2.20 basis for wheat in Chicago, it is said, and he may veto the entire bill.

Warner Miller, former United States Senator, representing New York State from 1881 to 1887, dies in New York in his eightieth year after an operation.

March 22.—The War Department makes public a list of 82 commodities and articles of importation that will be restricted beginning April 15. They are mostly luxuries, such as jewelry and toys and commodities of minor importance for which there are ample substitutes in the United States.

Maggie Mitchell, famous stage star of three generations, dies in her home in New York City at the age of eighty-one.

A dispatch from El Paso, Tex., states that in a clash between American troops and Mexicans who fired across the border six of the latter are believed to have been killed.

March 26.—Explosions and fire destroyed the six-story building of the Jarvis Warehouses, Inc., in Jersey City, N. J. The explosions, at first thought to be the result of bombs, are explained by the police as having been caused by a lighted cigaret dropt by an employee. The loss is estimated at $1,500,000. Merchandise and chemicals owned by the United States Government were stored in the buildings.

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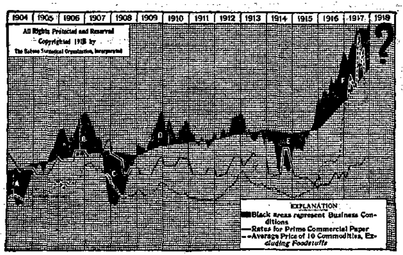

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# INVESTMENTS - AND - FINANCE

## THIRD LIBERTY LOAN TERMS, OUR NATIONAL DEBT, AND OUR LOANS TO THE ALLIES

On March 25 the long-awaited terms of the Third Liberty Loan were announced by Secretary McAdoo. There are $3,000,000,000 worth to be offered, the Government reserving the right to take any oversubscription that may be made. The size of the loan was the outstanding feature in this announcement, as rumor for weeks had all pointed to a larger total; even $8,000,000,000 had been mentioned as possible. The fact that the total was to be only $3,000,000,000 in consequence attracted more notice in financial circles than the announcement that the interest rate would be 4¼ per cent. instead of 4½, as had been expected. Even bankers, fiscal agents, and Government officials had been confident that the loan would be for an amount at least double what the Secretary determined to put out.

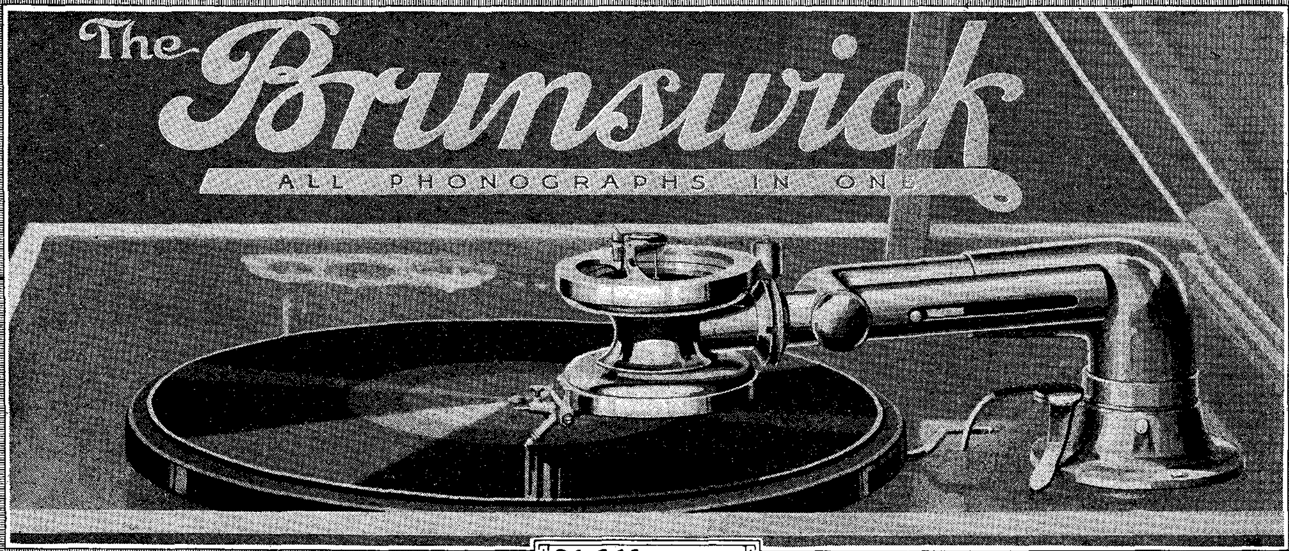
According to a Washington dispatch to *The Journal of Commerce*, the fact that the total was curtailed so materially at the last moment was taken to mean "nothing more than that the Government is behind in its orders and deliveries of munitions, and war-supplies can not be rushed as expeditiously as previously anticipated." The three billions offered will not consume the total authorization. Under the existing law the Treasury has authority to issue approximately $3,600,000,000 of bonds, but Secretary McAdoo was to ask Congress to increase the authorization by $4,500,000,000 additional. From this, it was estimated, that after the sale of the Third Liberty Loan, the Treasury would still have authority to issue approximately $5,000,000,000 more of bonds. That sum could be used later in the year to raise money to meet war-expenses.

"Lack of shipping facilities" was declared to be the real cause of the smallness of the coming issue. Because of lack of cargo space the Allies had not purchased larger amounts of supplies in the United States. Because of cargo shortage the United States is to-day purchasing supplies in France and England. Naturally, purchasing supplies from the British and French, where possible, "operates to curtail the necessity of credit loans from us to those Allies, and that in turn tends to curtail the bond issue." The writer says further:

> "Our total credits to our Allies to this date amount to $4,960,600,000, of which $2,520,000,000 stand as credits we have advanced England. That represents the needs of the Allies from the United States during the whole of nearly one year. It might have been more had the United States and the Allies possest the transportation facilities to carry more supplies to Europe. And it is believed that this is the basic consideration behind the curtailment of the amount of bonds to be placed on sale on April 6.
>
> "To-day the daily Treasury statement shows that of the bond issues to be placed on sale on April 6 practically $1,900,000,000 has already been used up, leaving but a little over one billion of new money coming into the Treasury, provided no oversubscription is taken. Certificates of indebtedness have been issued in anticipation of this loan, and these certificates fall due between now and the end of the fiscal year. The daily Treasury statement shows that $3,100,000,000 of such certificates have been issued, some of which have been sold in anticipation of the payment of income and excess-profits taxes. A total of $1,900,000,000 were sold in anticipation of the flotation of the Third Liberty Loan.
>
> "Despite the depressing effects had by the announcement that only three billions of bonds would be offered, financial men in Washington express the conviction that the Treasury would take the greater part of the oversubscription before the sale is closed. The small amount was named, they contend, not only because of the smaller needs of the Government, as acknowledged by Secretary McAdoo, but also because it was feared that should a very large issue be advertised and part of it left unsold the result would give undue pleasure to our enemies."

The Government's announcement of the terms of the loan at once led many to recall that the Liberty Loan committees had planned "for the greatest bond-sales campaign ever staged in the United States." With the publicity and the sales organization they had put into effect, the committee had become confident that "over five billions of bonds could be sold." Even with the minimum offer of the third loan fixt at three billions, it was believed that the total sale of bonds in April "would far exceed the second loan and exceed any loan ever attempted by any of the belligerents in this war." Other items as to the new loan have been supplied by the Associated Press:

> "Bonds of the first loan, bearing 3½ per cent. interest, and of the second loan at 4 per cent., may be converted into the new bonds, but those of the third loan will not be convertible into any future issue.
>
> "In connection with the loan, the Secretary plans to establish a sinking-fund with which to purchase back any bonds of the third loan thrown on the market, in order to aid in keeping the price up to par. The maturity of the bonds is yet to be determined, but it was officially stated that they would be long term, probably between twenty and thirty years.
>
> "Legislation will be drafted by Chairman Kitchin of the House Ways and Means Committee to provide for an additional bond authorization of $4,500,000,000 more than the $3,666,000,000 sum already authorized but unissued, for the increased interest rate for continuance of loans to the Allies this summer and for issuance of more than the $4,000,000,000 certificates of indebtedness now authorized. An effort will be made to rush this legislation through both Houses this week, so that final plans may be made for the Third Liberty Loan and the engraving of the bond faces by the first of next week. No opposition to the legislation is looked for in either House.
>
> "Most bankers and business men with whom Secretary McAdoo has conferred recently indicated that they expected a loan of about $5,000,000,000 at an interest rate higher than 4¼ per cent. They brought word that the country was ready to absorb that amount. Secretary McAdoo's advisers were not unanimous in their opinion of what the interest rate should be, but practically all agreed that money-market conditions would be less disturbed by a 4¼ per cent. rate than by 4½. The sinking-fund provision of the third loan, which the first and second issues did not have, is expected to prove a strong influence in preventing bonds from falling far below par as other issues already have done.
>
> "The necessity for further authorization for certificates of indebtedness arises



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At the turn of a hand you adapt The Ultona to any type of record. A child can do it. It is practically automatic.

Now your library of records can be bought according to your favorites. For instance, each record maker has a famous tenor. On a one-record instrument you are confined to one. Others are barred. And who likes to be restricted? Who wants to be confined to buying from only one catalog, when there are several from which to choose?

The Ultona, we think, is the greatest feature offered any music-lover. And it is obtainable *solely* on the new Brunswick.

Another vast improvement in tone projection comes in our all-wood Tone Amplifier, built like a violin. All metal construction is avoided, thus breaking away from the usual custom.

Wood, and *rare* wood at that, is the only material that gives sound waves their proper vibration.

With The Ultona and the new Brunswick Tone Amplifier, phonographic art is brought to higher standards.

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You cannot afford now to make a choice until you've heard the latest Brunswick. Until you become acquainted with The Brunswick Method of Reproduction. Until you hear this marvelous instrument. You are invited particularly to examine The Ultona and note how simply it adapts itself to each type of record.

Once you hear the new Brunswick, you'll be delighted and convinced that this super-phonograph is in a class heretofore the ideal, but unattained. All you want in any phonograph is found in this composite type. Plus superiorities not found elsewhere.

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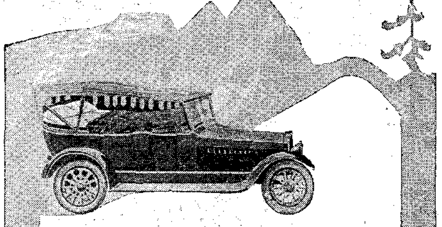

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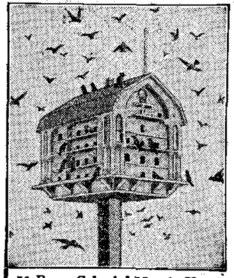

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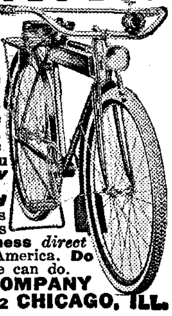

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from the fact that about $3,250,000,000 already are outstanding and the Treasury plans to issue more than $1,000,000,000 more before the third loan closes, while the maximum amount authorized under present law is $4,000,000,000.

"Credits to Allies now amount to $4,960,600,000, and about $2,000,000,000 authorized loans yet remain to be executed. This would not be sufficient to continue the rate of $500,000,000 a month through the summer months, and consequently an additional authorization is asked by Secretary McAdoo. The amount of this will be determined by Congress.

"Most officials believe that despite the low goal set by Secretary McAdoo, actual subscriptions will far exceed $3,000,000,000. The first loan of $2,000,000,000 was oversubscribed by more than $1,000,000,000, but none of the oversubscription was accepted. The second loan was for a minimum of $3,000,000,000 and only one-half of the $1,617,000,000 oversubscription was taken. The first bonds mature in thirty years, but may be redeemed at the call of the Treasury in fifteen years. The second bonds mature in twenty-five years, but may be redeemed in ten years."

In the grand total of United States loans to the Allies, amounting now to $4,960,600,000, which includes $11,200,000 extended to Belgium on March 23, England has received the largest amount, $2,520,000,000, France being second with $1,440,000,000, while Russia received $325,000,000. The national debt of the United States now stands at a grand total of all obligations, which means that every man, woman, and child in the country has loaned his Government approximately $90. At the beginning of the war the American national debt stood at only $1,000,000,000, or $10 per capita. Following is a table printed in *The Wall Street Journal* to show in detail the monthly advances made to the Allies (last six ciphers being omitted):

| *Date* | *England* | *France* | *Italy* | *Russia* | *Belgium* | *Servia* |
|---|---|---|---|---|---|---|
| April | $200 | ... | ... | ... | ... | ... |
| May | 200 | $100 | $100 | $100 | $45 | ... |
| June | 160 | 110 | ... | ... | ... | 3 |
| July | *395 | 320 | 60 | 75 | ... | ... |
| August | 50 | ... | 40 | 100 | 8 | ... |
| September | 235 | 160 | 55 | ... | ... | ... |
| October | 185 | 130 | 230 | 50 | 5 | ... |
| November | 435 | 310 | ... | ... | 7 | ... |
| December | 185 | 155 | ... | ... | 11 | 1 |
| January | 275 | ... | ... | ... | 12 | 2 |
| February | ... | 155 | 50 | ... | 3 | ... |
| March | 200 | ... | ... | ... | 11 | ... |
| | $2,520 | $1,440 | $535 | $325 | $102 | $6 |

* The July loan of $395,000,000 to England included a private bank loan of $100,000,000 to Canada, which had been given official sanction.

In case the fixing of $3,000,000,000 as the amount of the new loan may be taken as indicating that the Treasury believes that sum will cover the probable deficit during the remainder of the fiscal year, "some interesting inferences" would be drawn from the fact by the New York *Evening Post.* In the first place, it would mean a $6,000,000,000 reduction from the estimate of the Treasury's annual report of December, that estimate being that $18,775,000,000 in disbursements would be required for the year. With an estimate of $3,886,000,000 in revenue from taxation, it was then figured out that taxes would be paying 20½ per cent. of the war-time annual expenditure. But with a $6,000,000,000 reduction in the expenditure figures, that percentage would rise to something like 30 per cent. But this would not tell the whole story, inasmuch as our loans to the Allies, "being productive investments, should manifestly not be included in figuring the proper share of expenditure to be raised out of taxes," and those loans will amount to more than $4,900,000,000 for the fiscal year. Deducting that sum from the total expenditures, *The Post* finds that $3,886,000,000 in tax revenue "would constitute about 47 per cent. of the disbursements left." But it now seems highly probable that the tax revenue will turn out to be some millions in excess of the estimates and, should that prove to be the case, we would be raising in taxes over 50 per cent. of the expenditure, "an achievement never paralleled in history, except in our own experience during the Spanish War—which, moreover, was no fair comparison, since taxes ran on while the war ended in three months."

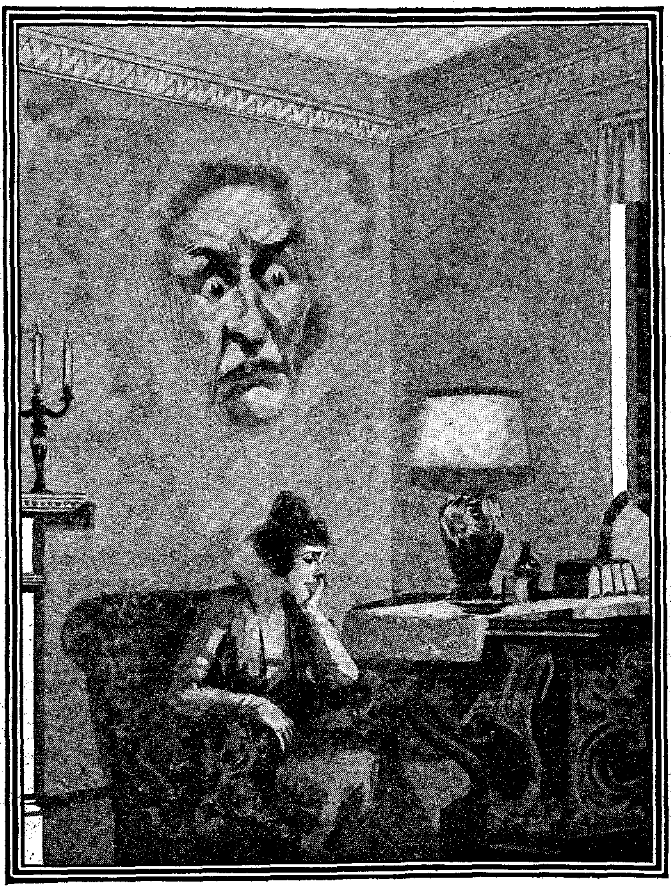
From the Treasury Department in March came a statement that the interest-bearing debt of the United States on January 31 aggregated $8,196,321,826.01. The gross debt of the nation, however, stood at $8,435,980,041.89, this sum being made up of the interest-bearing debt, plus $238,019,015 of non-interest-bearing debt and $1,639,200 on which interest had ceased. At the same time there was a balance of $677,903,346.37 available for paying maturing obligations so that the country's net debt on January 31, 1918, was $7,758,076,695.52. *Bradstreet's,* in noting these figures, calls attention to the fact that up to January 31 the sum of $4,091,329,750 had been expended for the purchase of the obligations of foreign governments, and that when payments shall have been received from foreign governments on account of the principal of their obligations, they "must be applied to the reduction of the interest-bearing debt of the United States." Hence, after deducting the sum we have loaned to foreign governments, the money for which was raised on bonds sold by the United States, the total of our interest-bearing debt on January 31 last would be only $4,104,992,076. This country, however, is responsible for $8,196,321,826, and hence that sum must be accepted for practical purposes when the amount of our debt is considered. Further interesting facts are set forth by the same writer:

"Comparison of the interest-bearing debt as of January 31 last with that of December 31, 1916, shows an *increase* of 743 per cent., or $7,224,000,000. By segregating the respective obligations we get this showing of the country's outstanding interest-bearing debt on January 31 this year and December 31, 1916:

| | *January 31, 1918* | *December 31, 1916* |
|---|---|---|
| Consols 1930 | $599,724,050 | $620,127,050 |
| Loan of 1908–18 | 63,945,460 | 63,945,460 |
| Loan of 1925 | 118,489,900 | 118,489,900 |
| Panama Canal Loan: | | |
| Series *1906* | 48,954,180 | 51,854,480 |
| Series 1908 | 25,947,400 | 28,900,600 |
| Series 1911 | 50,000,000 | 50,000,000 |
| Conversion bonds | 28,894,500 | 15,761,000 |
| One-year Treasury notes | 27,362,000 | 14,239,000 |
| Certificates of indebtedness | 1,383,873,000 | .... |
| 1st Liberty Loan, 1917 | 1,986,774,655 | .... |
| 2nd Liberty Loan, 1917 | 3,806,493,790 | .... |
| Postal-savings bonds, 1st to 13th series | 10,758,560 | *8,245,100 |
| Postal-savings bonds, 1918–38 (14th series) | 302,140 | †906,700 |
| War-savings and thrift stamps | 44,802,190 | .... |
| Total | $8,196,321,825 | $972,469,290 |

* First to tenth series. † Eleventh series.

"The total warrants drawn on the general fund during the period July 1, 1917, to January 31, 1918, aggregated $6,910,067,504, as against $591,697,528 in the corresponding part of the preceding year. The largest single item in the form of a pay warrant is that of $3,206,329,750, which sum was put out to purchase obligations of foreign governments during the fiscal year to January 31. Expenditures on account of the military establishment during the first seven months of the fiscal year amounted to $2,218,174,275, as compared with $192,293,367 in the like part of the previous year. On the naval establishment the sum of $685,111,014 was expended, against $104,425,242 in the first seven months of the fiscal year 1917. For the United States Shipping Board pay-



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that is deposited on your walls, furniture and furnishings. Banish the blight that makes your nice home look so disorderly that it is painful to you. Say farewell to the "Old Man Gloom" of your walls.

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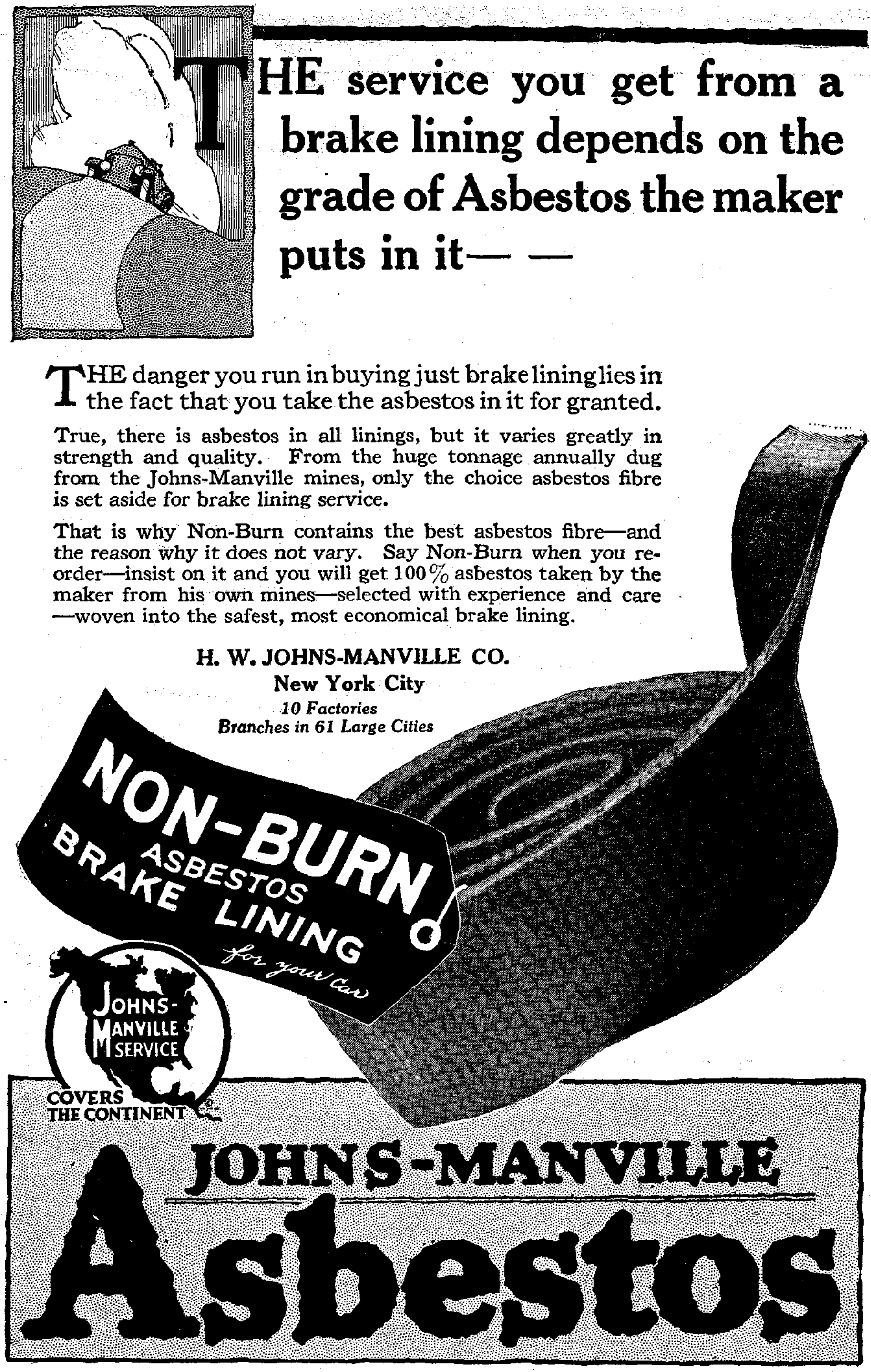

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warrants, aggregating $322,066,625, were drawn during the period July 1, 1917, to January 31, 1918, against nothing the year before. For ordinary, or what might be termed domestic, account, pay-warrants absorbed $3,684,186,992 in the fiscal year to January 31, 1918, this sum comparing with $580,267,133 for the seven months ended January 31, 1917. But expenditures of a war nature—that is, for the military establishment, the naval establishment, and the United States Shipping Board—made up 87 per cent., or $3,225,351,914 of the total ordinary expenditures."

## RAILROADS WITH LONG DIVIDEND RECORDS

With so many changes going on among the railroads, the New York *Sun* believes that "a glance back over their dividend records forms one of the most interesting statistical records of the year." From a compilation on this subject, prepared by a Wall Street house, *The Sun* learns that the Pennsylvania Railroad Company heads the list. Dividends have been paid on its capital stock for 62 consecutive years. The Illinois Central comes next, with payments of 7 per cent. for 55 years; St. Paul preferred ranks third, with a record of 51 years; New York Central fourth, having paid for 48 years; Chicago and Northwestern preferred fifth, with a record of 40 years, and Delaware, Lackawanna and Western sixth, with a record of 38 years.

Some of the other long-time dividend payers among the rail stocks are: Santa Fé, or Atchison, common, 17 years; preferred, 19; Atlantic Coast lines common, 17; preferred, 18; Baltimore and Ohio, 18; Buffalo, Rochester and Pittsburg common, 17; preferred, 21; Canadian Pacific common, 22; preferred, 23; Central of New Jersey, 29; Delaware and Hudson, 37; Great Northern preferred, 28; Lehigh Valley common, 14; Louisville and Nashville, 19; Norfolk and Western common, 17; Reading common, 13; second preferred, 15, and first preferred, 18; Union Pacific common, 18; preferred, 20.

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